



St. Louis, Missouri

Forest Park Southeast Revitalization Plan

Prepared by URBAN DESIGN ASSOCIATES

Prepared for
Forest Park Southeast Community

Plan Sponsors
Washington University Medical Center
Mercantile Bank

Plan Coordinators
McCormack Baron & Associates
Forest Park Southeast Housing
Corporation
Washington University Medical
Center Revitalization Corporation

July 1999



Table of Contents

Acknowledgements

Executive Summary

I Introduction

I

2

The Planning Process

6

I Documentation of the Planning Process

7

II Summary of Interviews and Focus Groups

9

III Urban Design Analysis

12

Urban Design Principles and Neighborhood Objectives

16

I Principles for Neighborhood Design

17

II Neighborhood Design Objectives

19

Urban Design Initiatives

21

I Master Plan Overview

22

II Major Initiatives

27

A Initiative 1: Centers, Edges, and Gateways

28

B Initiative 2: Rehabilitated and Infill Housing

40

C Initiative 3: Interconnected Network of Streets

55

Appendices (under separate cover)

Acknowledgements

This Urban Design Study was made possible through the combined efforts of the Washington University Medical Center and Mercantile Bank.

Vincent Bennett and Dave Dumey coordinated the planning process on behalf of McCormack Baron, with support from the Forest Park Southeast Community Development Office, including Marcella Palmieri and Pat Griffin of Forest Park Southeast Housing Corporation and Brian Phillips of Washington University Medical Center Redevelopment Corporation.

Steering Committee

Alderman Joe D. Roddy
Alderman 17th Ward

Beth Stohr
Senior Vice President, Mercantile CDC

Bryan Young
Resident and President, FPSE Housing Corporation

Kathryn Schukar Bader
President, Mercantile CDC

Dr. Jerry Flance
Washington University School of Medicine

Mary Campbell
Senior Vice President, NationsBank CDC

Stephen Acree
Executive Director, Community Development Agency, City of St. Louis

Jerry Altman
Executive Director, Regional Housing and Community Development Alliance

Edna Campbell
Resident

Martin Daly
Systems Graphics/WEDGE Business Association

Don DeVivo
Resident

Catherine E. Dolan
Resident and Vice President, FPSE Housing Corporation

Rose Edwards
Resident and Former ACORN Activist

Ronnie Galas
Resident, Family Health Care Center

Terry Gibbs
Commerce Bank

Kim Jayne
Resident and ACORN Representative

Carmen Long
Resident

Kenny Martin
Resident and Pastor, Lighthouse Free Methodist Church

Acknowledgements (continued)

Saundra Moss

*Resident and Executive Director,
Adams Community Center*

Kate Reese

*Resident and Executive Director,
Neighborhood Housing Services*

Captain Joseph Richardson

*St. Louis Police Department,
3rd District*

Joe P. Roddy

Midtown Senior Center

Dr. Will Ross

*Washington University School
of Medicine*

Kris Voss-Rothmeier

*Resident and Pastor, Gibson Heights
Presbyterian Church*

Carole Rulo

*Business Assistance Center,
City of St. Louis*

Helen Sheets

Resident

Consulting Team

Urban Design Associates

Team Leader and Urban Design

Glatting Jackson Kercher Anglin

Lopez Rinchart, Inc.
Transportation Planning

David Mason Associates

Associate Architects

Kennedy Associates

Associate Architects

Special thanks to Pastor Kenny Martin, Lighthouse Free Methodist Church; Kate Reese, Neighborhood Housing Services; and Reverend Kris Voss-Rothmeier, Gibson Heights Presbyterian Church and John Pachak, Midtown Catholic Community Services for use of their facilities during the planning process.

Executive Summary



I Executive Summary

FOREST PARK SOUTHEAST, a traditional neighborhood in the middle of the City of St. Louis, offers great promise for successful urban revitalization. Although the neighborhood has suffered from many years of neglect and disinvestment, Forest Park Southeast is immediately adjacent to a host of remarkable cultural, recreational, educational, and employment opportunities that will help make the area a geographically desirable candidate for reinvestment. The courageous efforts of long-term homeowners, residents, and businesses have helped stabilize this neighborhood, but more is needed to support and amplify the grass-roots efforts of the community.

Recognizing the need and the opportunities for enhancing the long-term viability and desirability of this neighborhood, the Washington University Medical Center and Mercantile Bank joined forces to sponsor a community-driven master plan for the revitalization of Forest Park Southeast. Under the direction of McCormack Baron & Associates, and in partnership with the Forest Park Southeast Housing Corporation, the strategic master plan contained in this document was developed. Active participation in the planning process by neighborhood residents, leaders, and community stakeholders has been instrumental in ensuring that the design principles and

The revitalization plan calls for a variety of prices and house types.



© 1999 Urban Design Associates/Coast

strategic initiatives presented in the plan reflect the needs, concerns, and priorities expressed by these community representatives. This participation took the form of interviews, focus groups, and five public meetings culminating in a three-day design working session (called a “charrette”) held at the Washington University Medical Center Redevelopment Corporation offices in October 1998.

As a result of these extensive discussions, a set of nine design principles for the Forest Park Southeast Master Plan emerged:

- 1 Reinforce and revitalize Forest Park Southeast as a traditional, mixed-income St. Louis neighborhood, emphasizing residential rather than industrial, commercial, or institutional uses and treating all four quadrants of the neighborhood comprehensively.
- 2 Provide a variety of housing types and prices ranging from subsidized rental to home ownership along the continuum from low-income to market-rate.
- 3 Support the ongoing process of rehabilitation of historic houses and the construction of new infill development by creating and implementing a focused strategy for coordination.
- 4 Create appropriate edges for the neighborhood that protect its residential character and also provide good entrances and front doors.
- 5 Develop initiatives intent on establishing effective focal points for community life in key neighborhood buildings, parks, and recreational amenities.
- 6 Create a framework of streets that welcomes neighbors and friends but discourages through-traffic and trucks in residential areas.
- 7 Create neighborhood streets, lined with houses with large windows, porches, and well-defined front yards.
- 8 Provide opportunities for retail uses and economic opportunities at appropriate scale and form to revitalize Manchester Avenue as a focus of neighborhood and business life.
- 9 Ensure that residents have an effective leadership role in guiding both the development of the design of their neighborhood and the implementation of the plan.

Using these design principles as a foundation, three overarching neighborhood design objectives have been formulated. For each of these three neighborhood design objectives, a series of coordinated urban design initiatives have been recommended as the action items for this strategic revitalization plan. Details of each are contained within their respective plan section.

1 Create strong centers, edges, and inviting gateways as a framework for revitalization. The proposed new facilities and amenities will create a series of strong conceptual centers, focal points for holding the fabric of the neighborhood together. Key among these centers will be the restored Adams School and its new community center which will share certain facilities and amenities such as a new gym and common courtyard. Another center, the new Manchester Avenue Park, will be constructed on Manchester Avenue near the intersection with Tower Grove. Because of its strategic location, this new park will not only enliven the neighborhood with attractive green space but also become a unifying point of focus for the community's four quadrants. The plan also recommends a mixed-use building



© 1999 Urban Design Associates/Coont

housing both an assisted living center for senior citizens and an interactive science park for children and adults—thereby fostering opportunities for the development of mutual respect and understanding that these cross-generational facilities can provide. Manchester Avenue will find new life as a “Main Street” through the addition of new retail businesses to complement the existing ones, “live-work” spaces for artisans, community facilities, a series of triangular parks, and new housing. Tower Grove will also flourish once again with revitalized retail, community amenities, and housing opportunities. Recommendations have been included for enhanced gateways (such as the new housing proposed for the Kingshighway edge and the new park proposed for the intersection of Manchester, Chouteau, and Sarah Streets).

Forest Park Southeast
will be reinforced and revitalized as a traditional, mixed-income, St. Louis neighborhood.

A new road configuration at the southern edge of FPSE and a new service road along the northern edge will not only help to regulate traffic but will also create well-defined edges to improve the cohesiveness of the neighborhood both physically and perceptually.

2 Fill voids in the residential fabric with rehabilitated and infill housing.

The intersection of Manchester and Tower Grove Avenues naturally divides FPSE into four quadrants. For optimum results and maximum visible impact, the plan proposes that revitalization be undertaken within each quadrant on a block-by-block basis, rather than on a scattered site basis. This will help restore the character of the neighborhood as well as help ensure that development proceeds with an eye toward re-establishing a viable, mixed income community. Further, the plan recommends that at least one block per quadrant be done each year to provide the synergy that can occur when the four quadrants are being worked on concurrently.

3 Calm traffic and beautify streets to create an interconnected network of streets and open space. A series of street improvement initiatives will help re-establish a linked network of neighborhood-scale streets, as well as redistribute cut-through and industrial traffic away from the heart of this neighborhood onto more appropriate arteries

at its periphery. More orderly traffic patterns will be re-established within the neighborhood via the plan's comprehensive traffic-calming strategies. Solutions for redesigning specific streets where traffic types, barriers, or drive-by crime have been most problematic are included in the plan. Further, streetscape improvements have been proposed to enhance the aesthetic appeal to both vehicular and pedestrian traffic.



© 1999 Urban Design Associates/Cwmt

A linked network
of parks and open
space form a new
community amenity.

The Planning Process



I Documentation of the Planning Process

IN AUGUST 1998, McCormack Baron commissioned Urban Design Associates (UDA) to complete a master plan study for the Forest Park Southeast (FPSE) community. The goals established by the residents for the revitalization of the neighborhood are:

- Revitalize and create housing
- Attract and retain businesses
- Respect the historical integrity of the district
- Reduce and calm cut-through traffic

The master plan will act as a framework in which to seek and evaluate development proposals for projects that will make FPSE an even better place to live. The issues addressed in the plan include the lack of a school, limited public open space, unmarked gateways, tattered edges, and vacant storefronts.

The UDA team consisted of UDA (team leader and urban design), Glatting Jackson Kercher Anglin Rinehart Lopez (traffic recommendations), and David Mason and Associates and Kennedy Associates (associate architects). In addition, McCormack Baron retained a market analyst to work with UDA to develop a master plan which would take into account private market opportunities and constraints.

Public Meeting #1
*The community
gathers in Adams
Grove Park.*



Representatives from McCormack Baron, the Forest Park Southeast Housing Corporation, and WUMCRC served, along with the Steering Committee, as the project team, directing the work of the UDA team.

Citizen Involvement

Citizen participation, central to the planning process, was strong and included focus group meetings with neighborhood interests, interviews with stakeholders, and five public meetings. A three-day design working session (“charrette”), held at the Washington University Medical Center Redevelopment Corporation offices in October 1998, was a highlight of the planning process. That process consisted of three steps: Data Gathering and Analysis; Alternatives; and the Final Plan.

Step I: Data Gathering and Analysis

The UDA team began with a two-day trip to St. Louis in August 1998 to meet with the project team and to interview individuals and groups. The first public meeting was held under a tent in Adams Grove Park. Following that successful public kick-off of the process, data was collected on land use, zoning, plans,

market research, and transportation.

The products generated during Step I were base drawings and UDA X-Ray™ analysis drawings.

Step II: Alternatives

This step formed the heart of the study. The design charrette was held during the first week of October. Follow-up meetings were also held that week with the Steering Committee and other community stakeholders. The UDA team then developed urban design alternatives based on this local input. The week culminated in a major public meeting at Lighthouse Free Methodist Church. Urban design alternatives that evolved from these meetings were then refined in a pair of mini-charrettes and presented by the team at the second and third public meetings.

Step III: Final Plan

Based on the input and feedback from the mini-charrettes, the UDA team prepared a draft plan for review and comment. This plan, upon adoption by the FPSE community, the WUMC, and the City of St. Louis, will be the blueprint for revitalization in FPSE.

*UDA X-Ray™ is a trademark of Urban Design Associates.

II Summary of Interviews and Focus Groups

IN AUGUST 1998, the UDA team conducted interviews, focus group meetings, and the first public meeting. Focus group topics included:

- Revitalization Goals
- School Issues
- Transportation Issues
- Neighborhood Concerns
- Housing Development Concerns
- City Concerns

Participants in all meetings were asked the same questions: What are the assets and liabilities of the Forest Park Southeast neighborhood?; What is your vision for the future?; and What are your top three priorities? The assets participants cited most frequently were the character of the buildings, the mix of incomes and building types, access to mass transit, and proximity to the Medical Center, Forest Park, and downtown. The liabilities they identified included the lack of a school, the dearth of neighborhood retail, the high incidence of crime, absentee landlords, vacant lots, and vacant and dilapidated buildings. Their visions included an elementary school, family community center, assisted senior facility, additional parks, gateways, rehabilitated and infill housing, and safe streets.

During the design charrette and again during the two mini-charrettes, UDA met with the same groups and held additional public meetings. Each group was asked to respond to the array of design alternatives being presented and to rank their top priorities.

The top three priorities included the restoration of the Adams School with a new gym and an attached family community center, the transformation of the "wedge site" at the intersection of Kingshighway and Manchester Avenue into a mixed-use gateway, and the creation of a new park at the intersection of Manchester Avenue and Tower Grove. Please refer to the chart on pages 10 and 11 for a full summary of the presented priority initiatives.

Public Meeting #1

Residents identify the critical needs of the community.



Voting Summary for Initiatives

MINI-CHARRETTE (MEETING) NO.	1	2	10
Adams School			
Alternative 1 Restoration of historic school with new gym; shared courtyard with new community center	11	19	
Alternative 2 Restoration of historic school; new community center nearby	8	6	
Alternative 3 New school on site	2	1	
Alternative 4 New school on Manchester Avenue	3	0	
Manchester Avenue			
Alternative 1 Centralized park with residential and retail	10	10	
Alternative 2 Assisted living facility and community center	2	2	
Alternative 3 Linear park linking Manchester Avenue and Adams School	6	6	
Eastern Gateway: Manchester and Vandeventer			
Modifications to Chouteau and Sarah with development on Bank property		1	
Northern Edge: Chouteau Avenue			
Alternative 1 Residential on both sides of Chouteau with back property lines of north side to be the edge of residential. Papin as service connector road		15	
Alternative 2 Commercial frontage on north side of Chouteau		1	

continued on next page

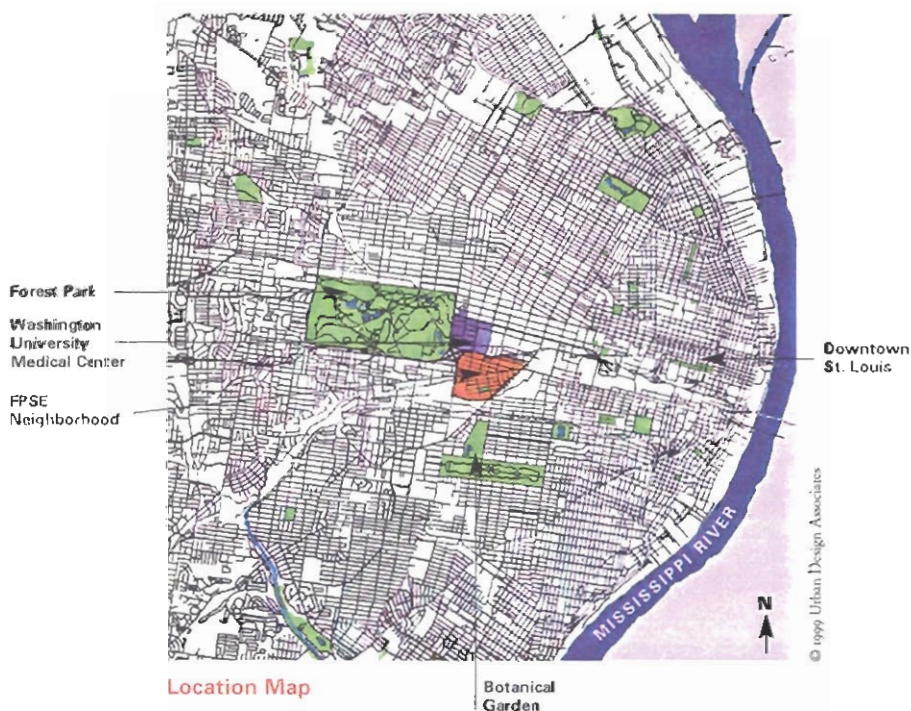
MINI-CHARRETTE (MEETING) NO.	1	2
Western Gateway: Manchester and Kingshighway		
Alternative 1		
Mixed-use portal with assisted living facility with retail and shopping	11	16
Alternative 2		
Retail center on both sides of Manchester	4	4
Alternative 3		
Residential development on north side; retail on south side	2	1
Southern Edge: Vandeventer and Tower Grove		
Residential development: Tower Grove, Hunt, and Vandeventer		6
Infill Strategy: Urban Acupuncture		
Homeowner Support Programs	8	11
Low- and Moderate-Income Tax Credit Rental	2	5
Habitat Housing	2	3
Mixed-Income Rental	5	3
Market-Rate Home Ownership	6	6
Subsidized Home Ownership	6	4
Elderly Housing/Assisted Living	7	5

III Urban Design Analysis

THE DESIGN TEAM prepared a series of analytical drawings focusing on the Forest Park Southeast neighborhood and its surrounding context. These drawings are referred to as “X-Rays” because they describe specific layers of information.

12

The Forest Park Southeast neighborhood is located immediately west of downtown St. Louis between institutional uses and park lands to the north and northwest, and smaller grain neighborhoods and industrial uses to the south. Surrounded by many of St. Louis' wonderful amenities (such as the Missouri Botanical Gardens, Forest Park, and Tower Grove Park), the neighborhood is surrounded by a network of limited-access highways and high-speed arterials. The neighborhood's two intersecting street grids are vestiges of historic street patterns which once connected to the larger urban fabric. Manchester Avenue is the seam between these two grids and was once the commercial heart of the neighborhood.





Building coverage X-Ray™



Streets X-Ray™

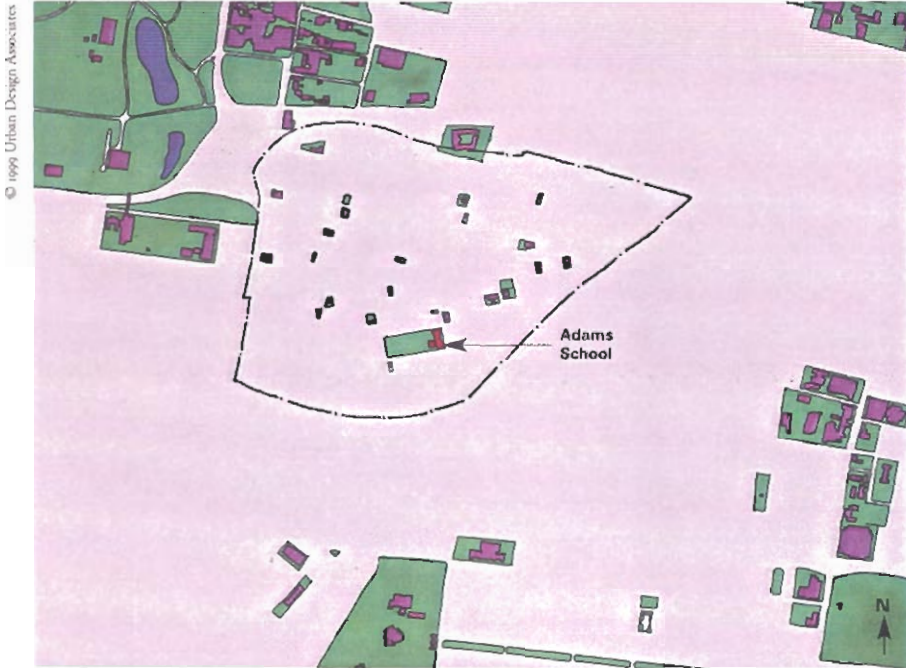
Building Coverage

13

The figure ground drawing reveals the isolation of the fine-grained neighborhood within the larger-scale development of the hospital uses to the north, the industrial/rail corridor along the neighborhood's southern edge, and the larger-scale commercial development to the west. It is interesting to note the intersecting grid of Forest Park Southeast compared to the orthogonal grid of the neighborhoods to the south and south-east. Other very visible features include the clear swath that Interstate 44 cuts across the neighborhoods to the south and the hole created by the intersection of Kingshighway and Interstate 64.

Streets

The existing surface street network fails to provide sufficient connection between the neighborhood and its surrounding context. Only two main connections are present: Manchester Avenue connecting east to west and Tower Grove Avenue connecting north to south. Although Taylor, Newstead, and Boyle also continue to the north via bridges over I-64/Highway 40, the neighborhood's only connection into the neighborhoods to the south is Tower Grove Avenue.



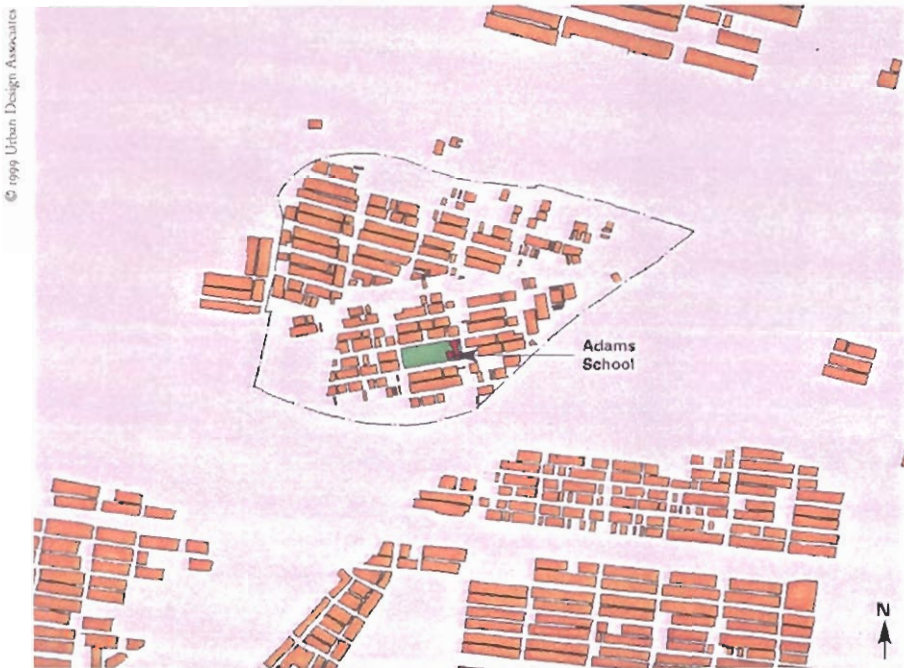
Parks and open space X-Ray™

Parks/Open Spaces

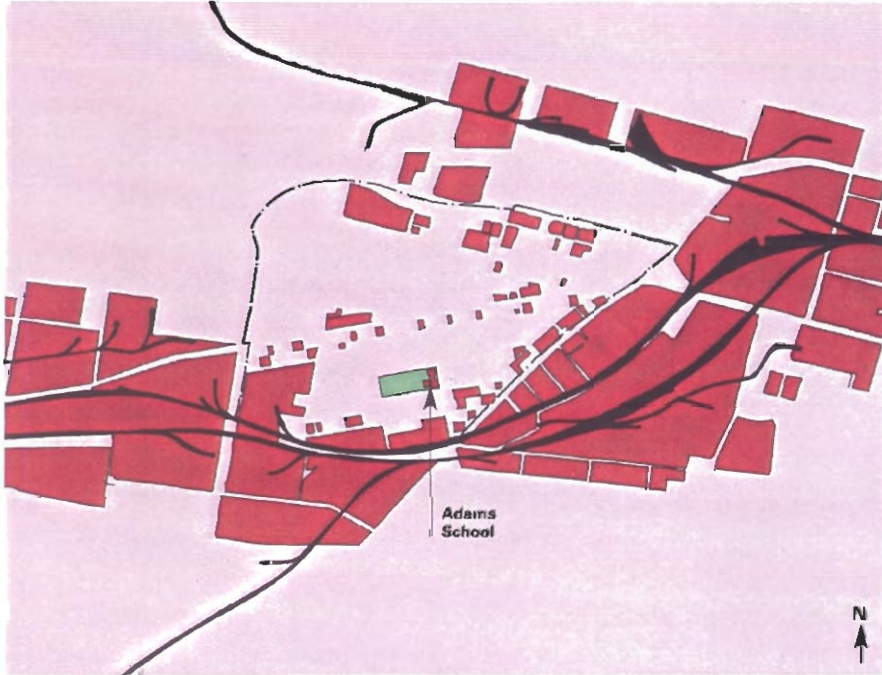
The parks and open space X-Ray shows the lack of green space connections between the neighborhood and the larger-scale open spaces of the city, such as Forest Park to the northwest and Tower Grove Park to the southeast. Almost void of park land except for the Adams School Playground and a few small, scattered parklets, Forest Park Southeast needs a structured, open-space network.

Housing Patterns

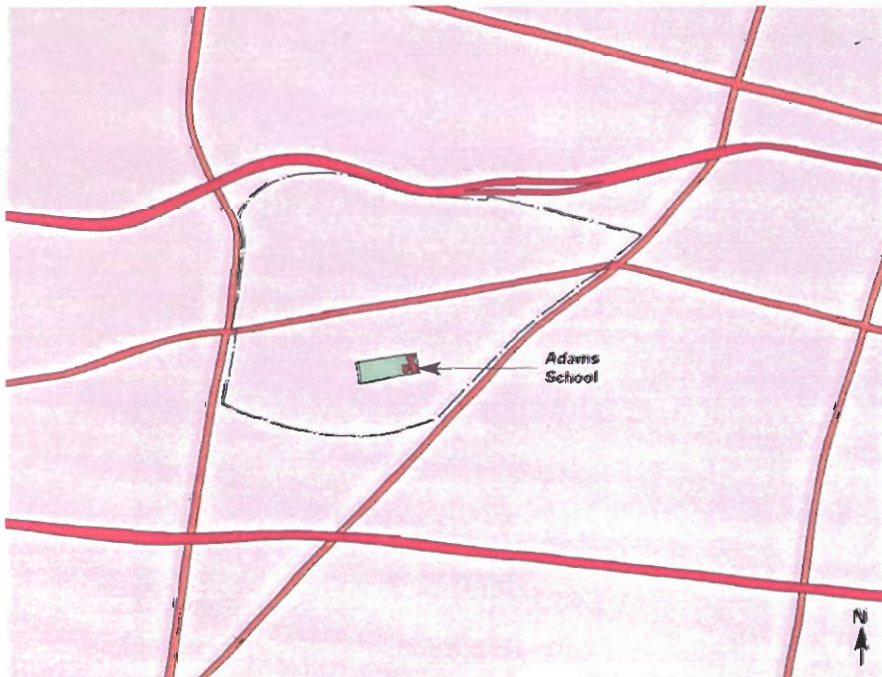
A handful of fine-grained residential neighborhoods, cut off from one another by industrial uses and highways, defines the residential pattern of Forest Park Southeast's context. Forest Park Southeast, located in the center of these neighborhoods, also displays the tattered edges of a neighborhood chipped away by large-scale industrial uses and highways.



Housing patterns X-Ray™



Industry and railroads X-Ray™



Highways and arterials X-Ray™

Industry and Railroad

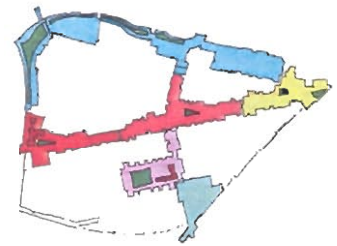
15

A dramatic swath of industrial and railroad uses defines the southern and eastern edges of the neighborhood, consequently cutting it off from the residential and institutional uses adjacent to these areas. A small series of industrial uses line Manchester Avenue (the neighborhood's waning commercial corridor), as well as the neighborhood's northern edge along the I-64/ Highway 40 boundary.

Highways and Arterials

Major limited-access highways (I-64/ Highway 40 and I-44) border the neighborhood on the northern and southern edges and high-speed, high-volume arterials (Kingshighway Boulevard and Vandeventer Avenue) frame the neighborhood's western and southeastern edges. Manchester Avenue, the neighborhood's "main street," is also a major connector for traffic from the west going to downtown.

Urban Design Principles and Neighborhood Objectives



I Principles for Neighborhood Design

THE ACTIVE INVOLVEMENT of the Forest Park Southeast resident leadership has guided the development of this plan, in both general concept and in its details. The process began on a sweltering August evening in a tent in Adams Grove Park, south of Manchester Avenue near Adams School. Residents were first asked to identify the best and worst aspects of their neighborhood, then what their dreams and aspirations for the neighborhood are. From the responses, issues facing the community and initiatives that could fulfill community goals began to emerge. Participants talked about the community's needs, issues, and desires. As discussions with members of the community continued over the course of the evening, design ideas began to emerge.

From those, the following set of design principles for the Forest Park Southeast Master Plan were constructed:

- 1 Reinforce and revitalize Forest Park Southeast as a traditional, mixed-income St. Louis neighborhood. Because Forest Park Southeast is most valuable to the City as a neighborhood, the plan should support uses and designs that promote residential uses, rather than industrial, commercial, or institutional uses. All four quadrants of the neighborhood should be treated comprehensively.
- 2 Provide a variety of prices and house types that range from subsidized rental and homeownership for low-income residents to market-rate housing.
- 3 Support the ongoing process of rehabilitation of historic houses and the construction of new infill housing by creating and implementing a focused strategy for revitalization.
- 4 Create appropriate edges for the neighborhood that protect its residential character and also provide inviting entrances and front doors.



Support ongoing residential revitalization



Develop initiatives intent on establishing effective focal points

- 5 Develop initiatives intent on establishing effective focal points for community life in key neighborhood buildings, parks, and recreational amenities.
- 6 Create a framework of streets that welcomes neighbors and friends but discourages through-traffic and trucks in residential areas.
- 7 Create neighborhood streets, lined with houses with large windows, distinct porches, and well-defined front yards.
- 8 Provide opportunities for retail uses and economic opportunities at appropriate scale and form to revitalize Manchester Avenue as a focus of neighborhood and business life.
- 9 Ensure the residents' leadership role in guiding the development of the design of their neighborhood as well as the implementation of the plan.

18

© 1999 Urban Design Associates/Grant



Create appropriate edges for the neighborhood

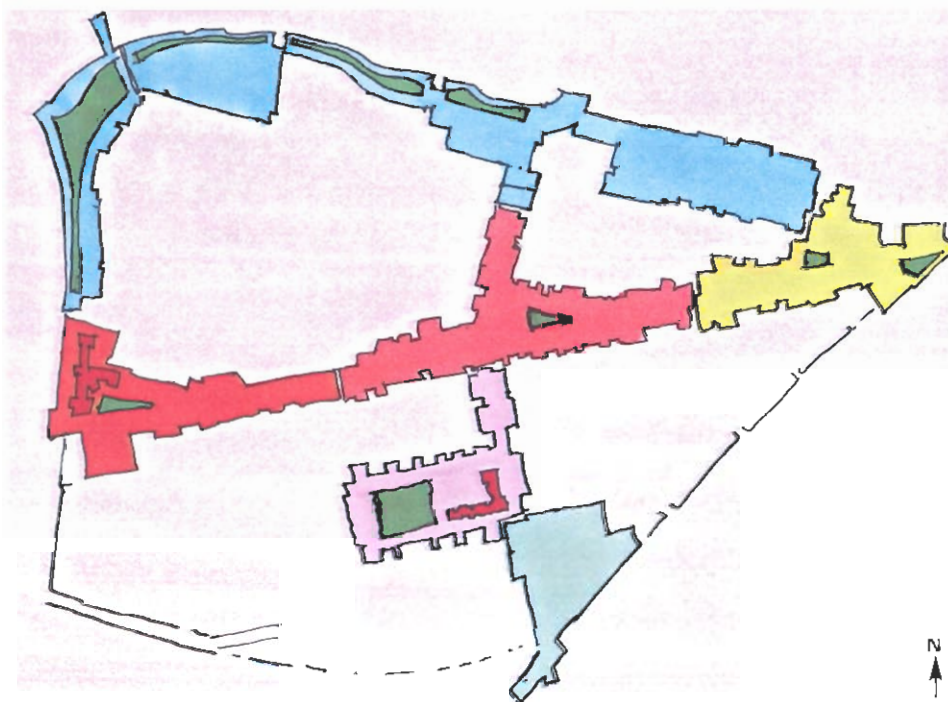
II Neighborhood Design Objectives

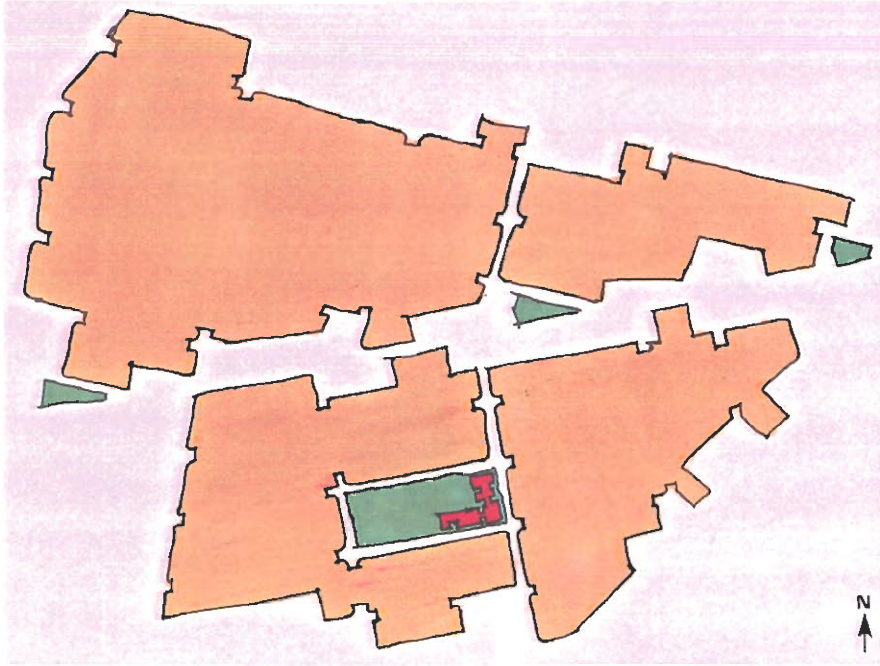
BASED ON OBSERVATIONS AND STUDIES, we believe that good, stable neighborhoods have the following characteristics: a wide range of housing types attractive to people across a diverse mix of incomes, age ranges, and cultural backgrounds. This mix of people and housing types is supported by physical conditions that provide good edges and entryways to the neighborhood; strong, appealing centers which provide a full range of services for daily life; and an interconnected network of safe streets and public open space that connect houses to amenities and the neighborhood to the opportunities of the City.

The UDA team therefore recommends the following three design objectives:

- 1 Create good centers, edges, and gateways as a framework for revitalization.
- 2 Fill voids in the residential fabric with rehabilitated and infill housing.
- 3 Calm and beautify streets to create an interconnected network of streets and open space.

Major initiatives
create a framework
for revitalization.

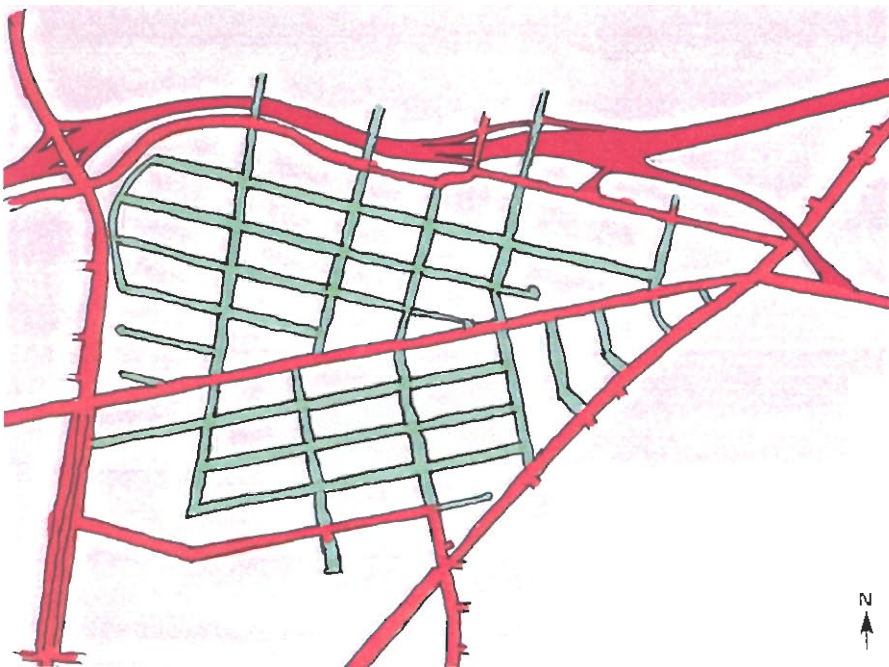




© 1999 Urban Design Associates

2. Rehab and Infill Housing (top)

Rehab and infill housing complete the residential fabric around structured open spaces.



© 1999 Urban Design Associates

3. Street Improvements (bottom)

Street improvements create a pedestrian-friendly network.

Urban Design Initiatives



I Master Plan Overview

THE PROJECT TEAM developed the master plan based on the nine design principles (enumerated on pages 17 and 18) and in response to the problems and obstacles the community now faces. The plan is a strategic approach that includes three initiatives:

22

1 Centers, Edges, and Gateways

The four quadrants of the neighborhood are separated by barriers and by socioeconomic differences. Creating new centers for community activity and identity will help bring the whole community together. Protecting the edges of the neighborhood from incompatible uses and ensuring a positive image for the neighborhood as people drive by or enter it will support revitalization efforts. The plan calls for the following initiatives:

Adams School

Participants in the planning process unanimously endorsed the establishment of a K-5 public elementary school in the historic Adams School. The existing building will be restored and an addition constructed to house new specialized uses and a community center with a day-care facility.

Manchester Avenue

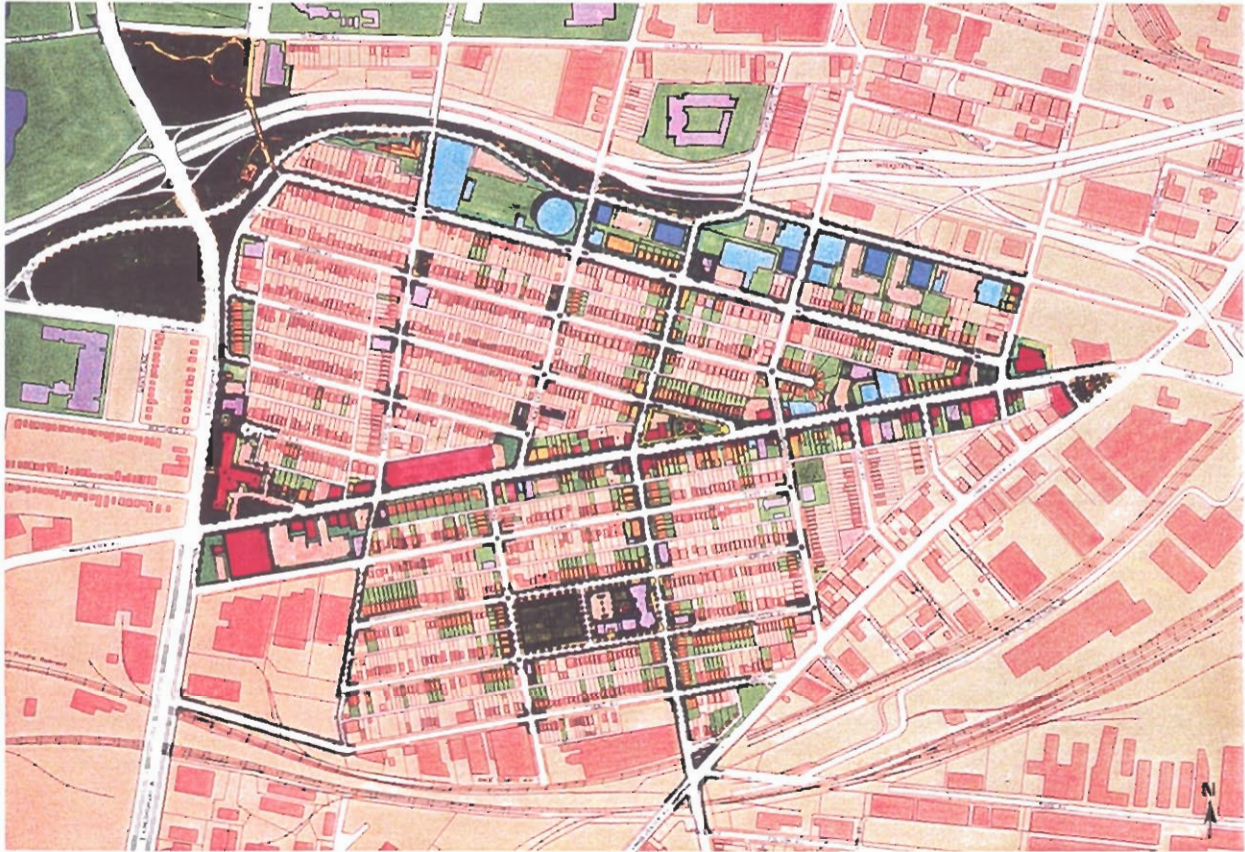
This once thriving commercial "main street" will find new life with a mix of uses added to the existing businesses, including retail, "live-work" accommodations for artisans, and small businesses, community facilities, and houses. Along the avenue, a series of triangular parks will become centers of community life.

Kingshighway Edge

New houses on currently deteriorated properties will frame a new gateway at Manchester and Kingshighway. A mixed-use building that includes a seniors' assisted living facility and an interactive science park will replace a litter-filled, empty service station lot.

**Centers, Edges,
and Gateways**
*Create new focal
points for community
activity*





© 1999 Urban Design Associates

Southern Edge

Industrial uses currently cause truck traffic to penetrate the neighborhood in this area. A new road configuration will deflect truck traffic from the neighborhood and establish a clear boundary between industrial and residential uses.

Eastern Gateway

New parks at the intersection of Manchester, Sarah, and Chouteau will provide focal points for the continuing revitalization of this mixed-use area.

Northern Edge

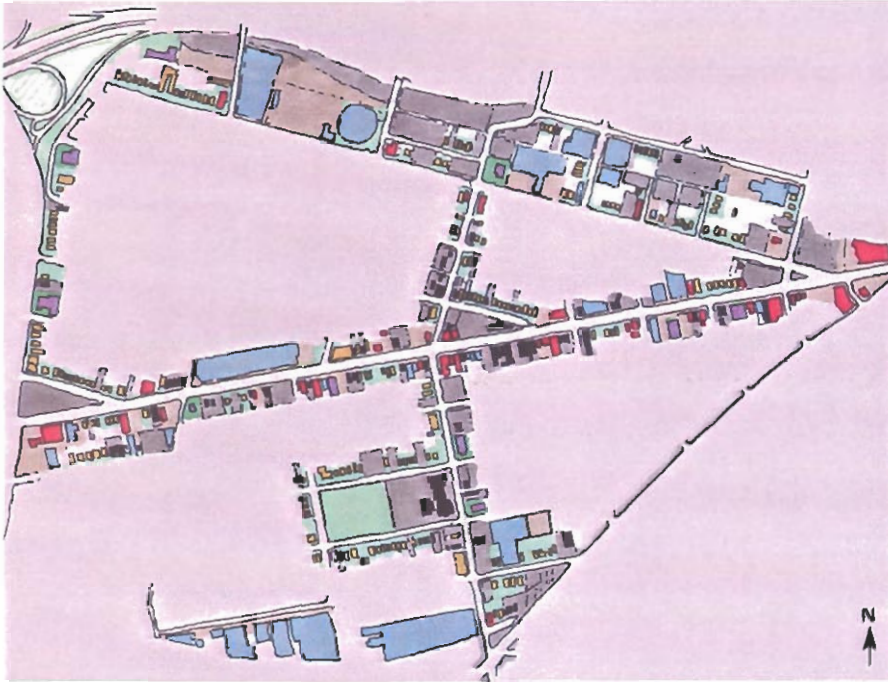
A new service road along the northern edge of the neighborhood will accommodate through-traffic without penetrating the neighborhood as well as create a new address for business uses. A clear boundary between these larger-scale uses and residential buildings will thus be established so that Chouteau can remain as a residential address.

Strategic

Revitalization Plan

Build on strengths and eliminate weaknesses

© 1999 Urban Design Associates

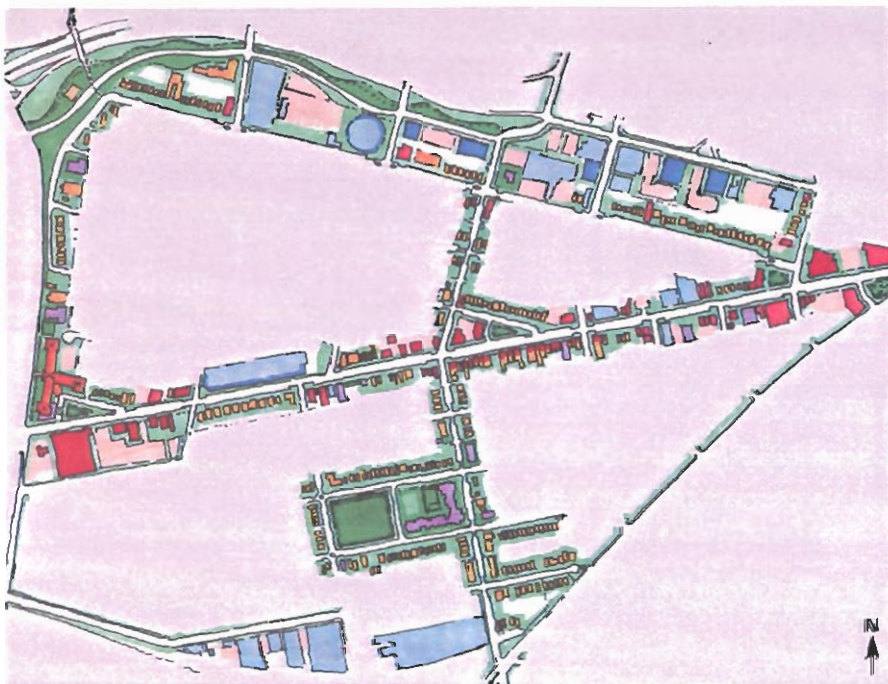


**Centers, Edges,
and Gateways**

Today (top)

*Peppered with vacant
buildings and
incompatible uses*

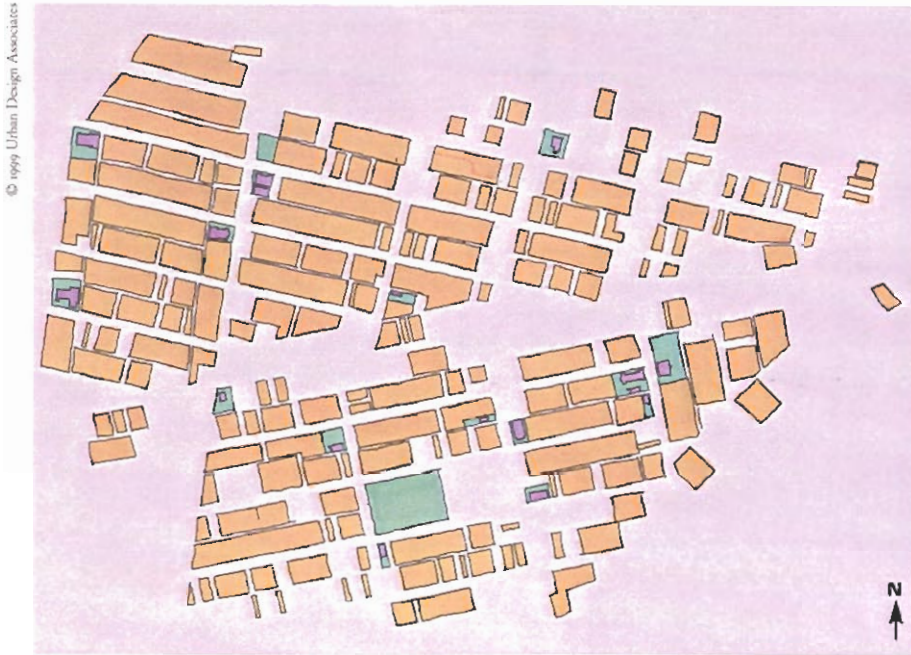
© 1999 Urban Design Associates



**Centers, Edges,
and Gateways**

Tomorrow (bottom)

*A framework for
revitalization of
defined uses and
structured spaces*

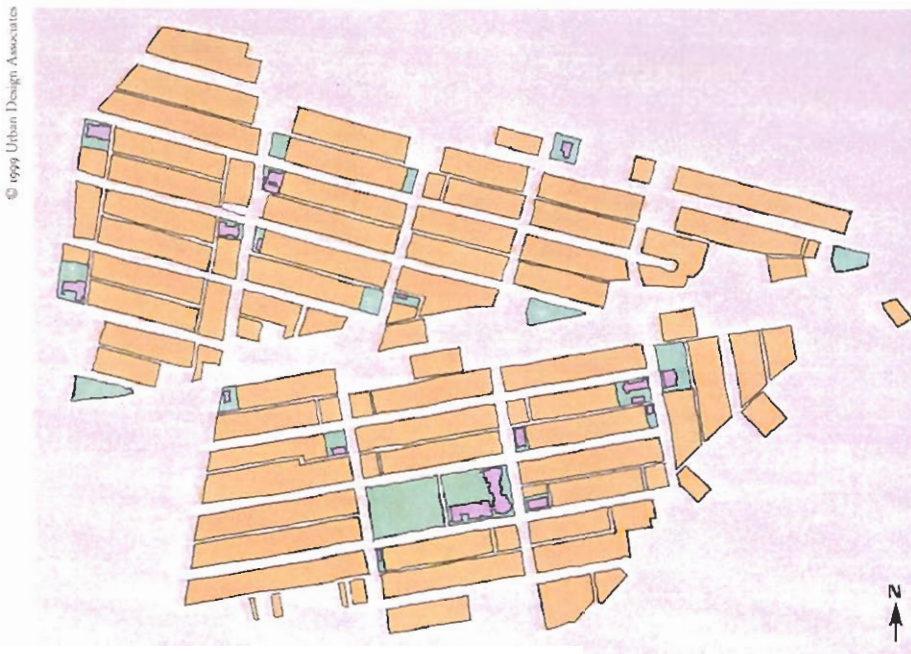


2 Rehabilitated and Infill Housing

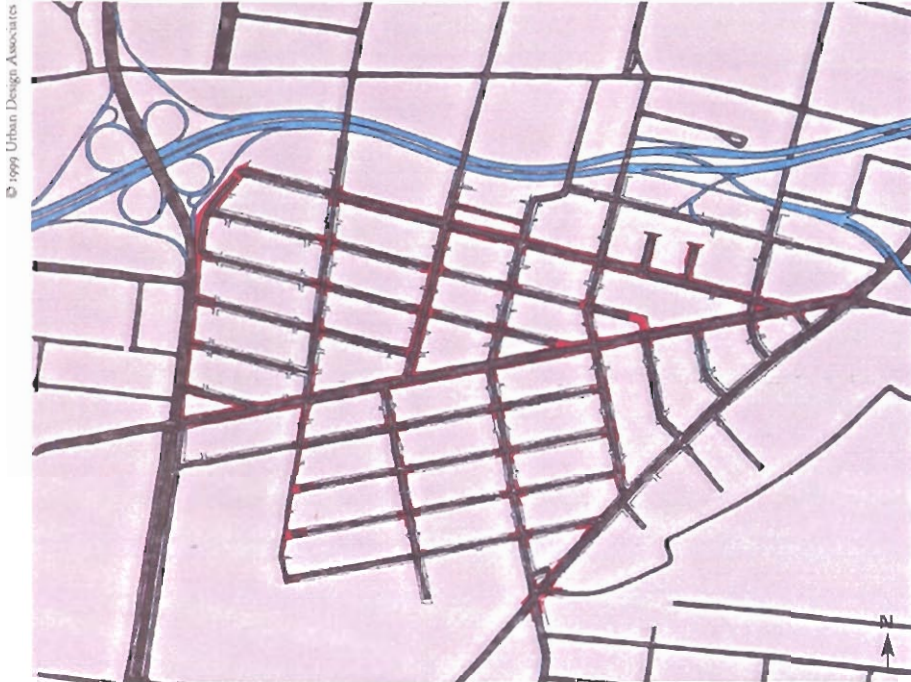
25

Instead of a scattered site approach, initiatives are recommended that, on a per-block basis, coordinate the demolition of badly deteriorated houses, construction of new houses on vacant properties, restoration of existing houses, and streetscape improvements. To fuel momentum throughout the community, a minimum of one such effort in each of the four quadrants of the neighborhood each year is recommended.

**Residential Areas
Today (top)**
A tattered fabric



**Residential Areas
Tomorrow (bottom)**
*Stitched back together
with rehabilitated and
infill housing*



3 Interconnected Network of Streets 26

We propose that through-traffic be deflected around the neighborhood in order to enable the streets within the community to once again be interconnected. A series of traffic-calming devices will control traffic and create a pedestrian-scale environment.

The initiatives will be implemented in a phased program that combines both large and small initiatives each year. Availability of funding programs as well as priorities established by the community will determine the actual rate of implementation. The plan provides a full "shopping list" for the community to use in bringing about the community's revitalization.

Neighborhood Streets Today

(top)
A fractured grid

Neighborhood Streets Tomorrow

(bottom)
Restored to an interconnected network

II Major Initiatives

THIS SECTION DESCRIBES the improvements proposed as part of the three major initiatives: 27

- Initiative 1** Centers, Edges, and Gateways
- Initiative 2** Rehabilitated and Infill Housing
- Initiative 3** Interconnected Network of Streets

The recommended improvements are based on the input received from local institutions, the City, the National Trust for Historic Preservation, the Steering Committee, neighborhood businesses, and, most of all, the residents. These recommendations also reflect a detailed analysis of existing conditions in the community.

To avoid a haphazard result, improvements must be implemented one block at a time. A good rule of thumb is that each block is only as strong as its weakest house or storefront. When a building is renovated or a new building is built, the entire block, including streetscapes, should be improved to a similar standard.



Adams School main entrance

A Initiative 1: Centers, Edges, and Gateways

COMMUNITY LEADERS SPOKE COMPELLINGLY about the issues and conditions that have contributed to the extreme fragmentation of their neighborhood. Forest Park Southeast lacks many of the types of facilities and amenities that traditionally function as focal points for community life: schools, child care, recreational facilities, senior citizen centers, parks, and cultural resources. In the absence of these elements, it has been a challenge to rally expressions of local civic pride within the neighborhood and to build any significant momentum toward revitalization.

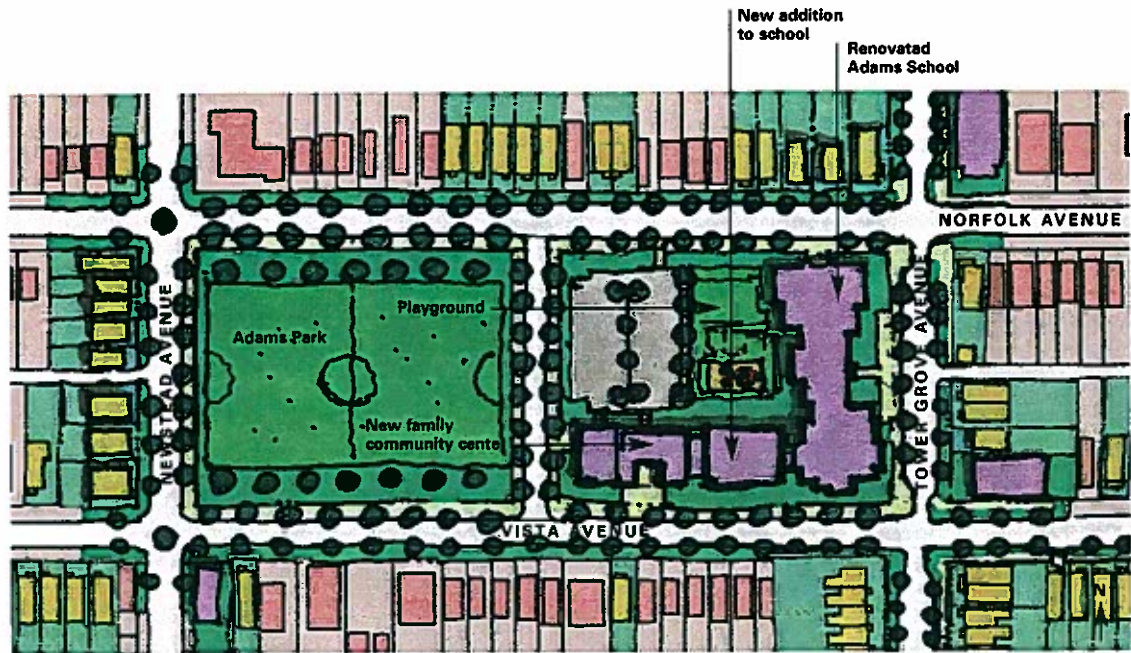
With considerable input from community residents, several opportunities were identified as the most promising means for creating greater community cohesiveness:

- 1 Rehabilitate the Adams School and construct a new family community center;
- 2 Develop, along Kingshighway, a multi-use building that can become a hub of cross-generational activities including a senior assisted living center and an interactive science park;
- 3 Restore Manchester Avenue as the neighborhood's "Main Street," ensuring its long-term viability as an attractive location for small businesses and artisan "live-work" environments; and
- 4 Create new parks and community green spaces that will provide much-needed attractive open space, visual relief, and recreational opportunities for area residents and visitors.

Adams School and Family Community Center

The community's top priority is to create a school for their children in the community. An Advisory Committee, made up of residents and experts, was established to study school and family community center alternatives. Their recommendation (see Appendix III), as well as the community's recommendation, is to reuse the vacant Adams School for both facilities. Proposed improvements include:

- Complete rehabilitation of the main portion of the Adams School Building.
- Addition of a new wing, on the site in place of the existing gym, to house a new gym, cafeteria, kitchen, and specialized classrooms.
- Outdoor play area for young children.
- Addition of an independently operated family community center adjacent to the new gym. To avoid unnecessary duplicative facilities, the center will share some spaces with the school.
- Upgrading of Adams Park into shared open space for the community and school.
- Construction of a narrow drive between the school and park to clearly define the park.
- Revitalized and infill housing on all the blocks that face the school and park.



30

Adams School
*A new center for
the community*

© 1999 Urban Design Associates



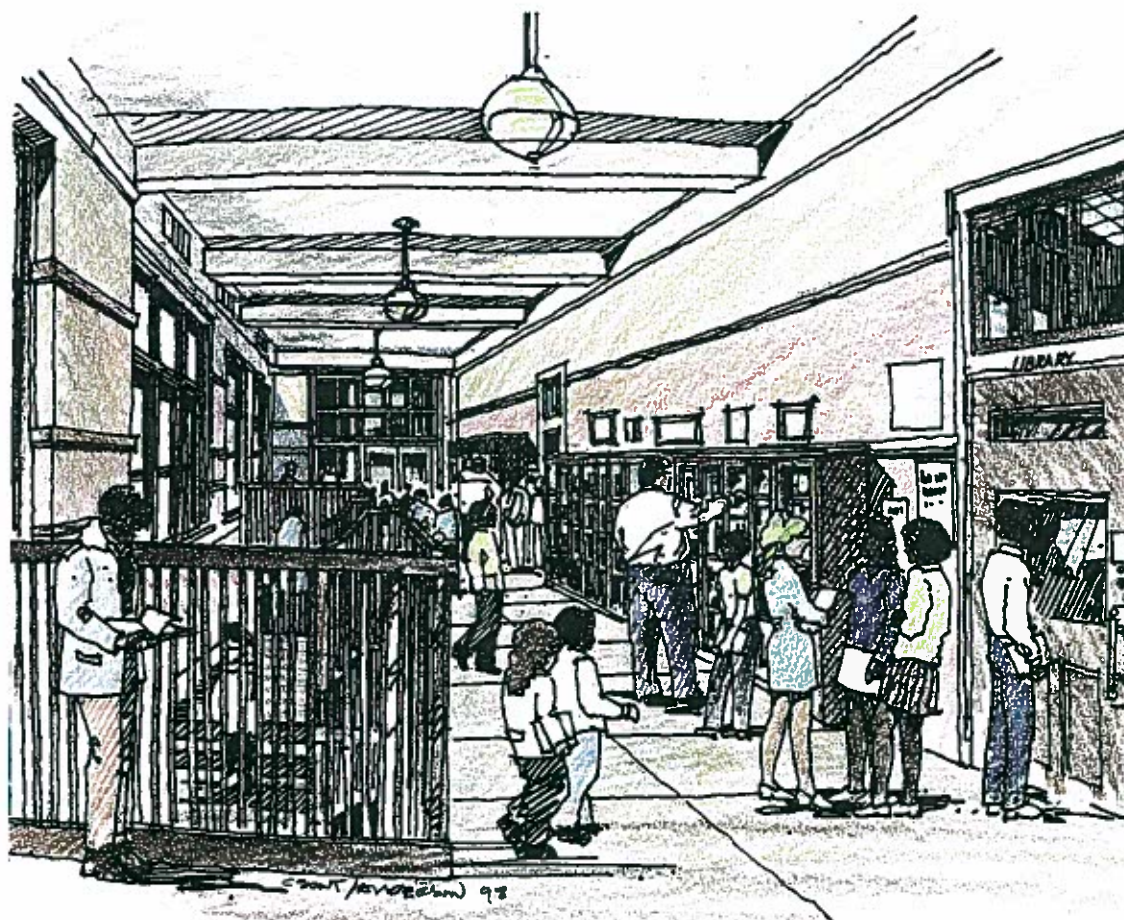
© 1999 Urban Design Associates/Csont



© 1999 Urban Design Associates/Csont

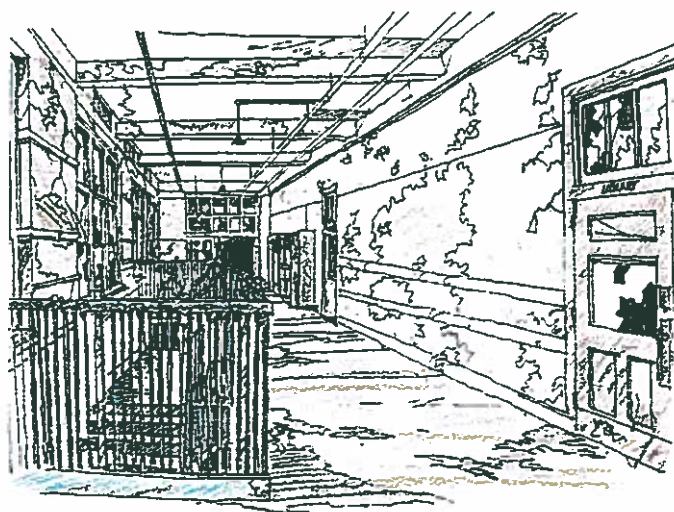
**Adams School
Tomorrow (above)**
*A model for other
neighborhoods*

**Adams School
Today (left)**
Vacant



© 1999 Urban Design Associates/Client

**Adams School
Tomorrow (above)**
*Characterized by the
hum of young children*



© 1999 Urban Design Associates/Client

**Adams School
Today (left)**
*Characterized
by peeling paint
and plaster*



32

Manchester Avenue Park

Manchester Avenue will be restored to its original function as the neighborhood's "Main Street," with a mix of new businesses and residences replacing existing vacant lots and buildings.

Improvements will include:

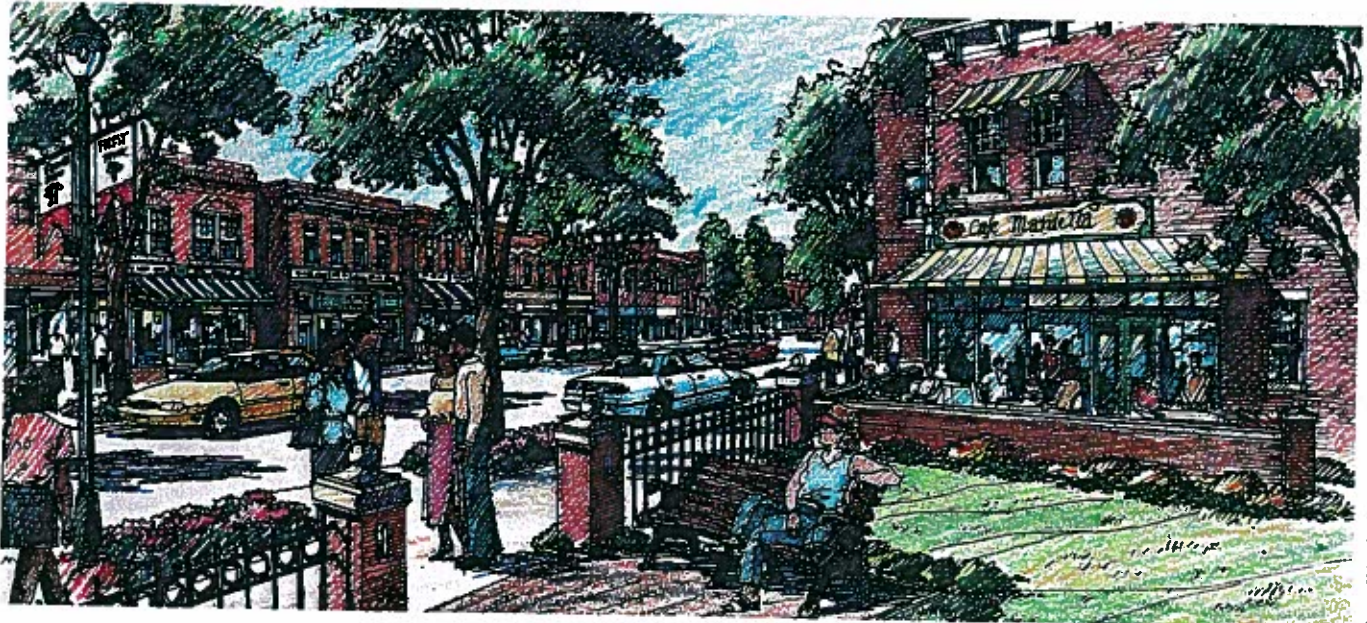
- The creation of a new triangular park on the site of the existing City of St. Louis parking lot and vacant dilapidated buildings at the intersection of Manchester Avenue and Arco Avenue between Tower Grove and Boyle Avenues.
- Rehabilitated and infill housing on the north side of Arco Avenue, across from the new park.
- Revitalized retail on all four corners of the intersection at Tower Grove and Manchester Avenues.
- The rehabilitation of approximately thirteen vacant two-story buildings on the south side of Manchester,

between Tower Grove and Talmage Avenues. These structures will be targeted for "live-work" accommodations for artisans or small businesses. Configurations could include either an apartment on the second floor with a studio/retail storefront on the first floor or a studio on the second floor with a retail storefront below. Existing businesses, such as Atomic Neon and Jet City Furniture, represent precedents for this approach.

- Revitalized and infill housing along Manchester between Taylor and Tower Grove Avenues. Existing healthy businesses such as Renard Paper and the donut shop will remain. A new day-care center could also be located in this area.
- The proposed expansion of the Family Health Center east of Tower Grove along Manchester.

Manchester Avenue Park

A new focal point for the neighborhood



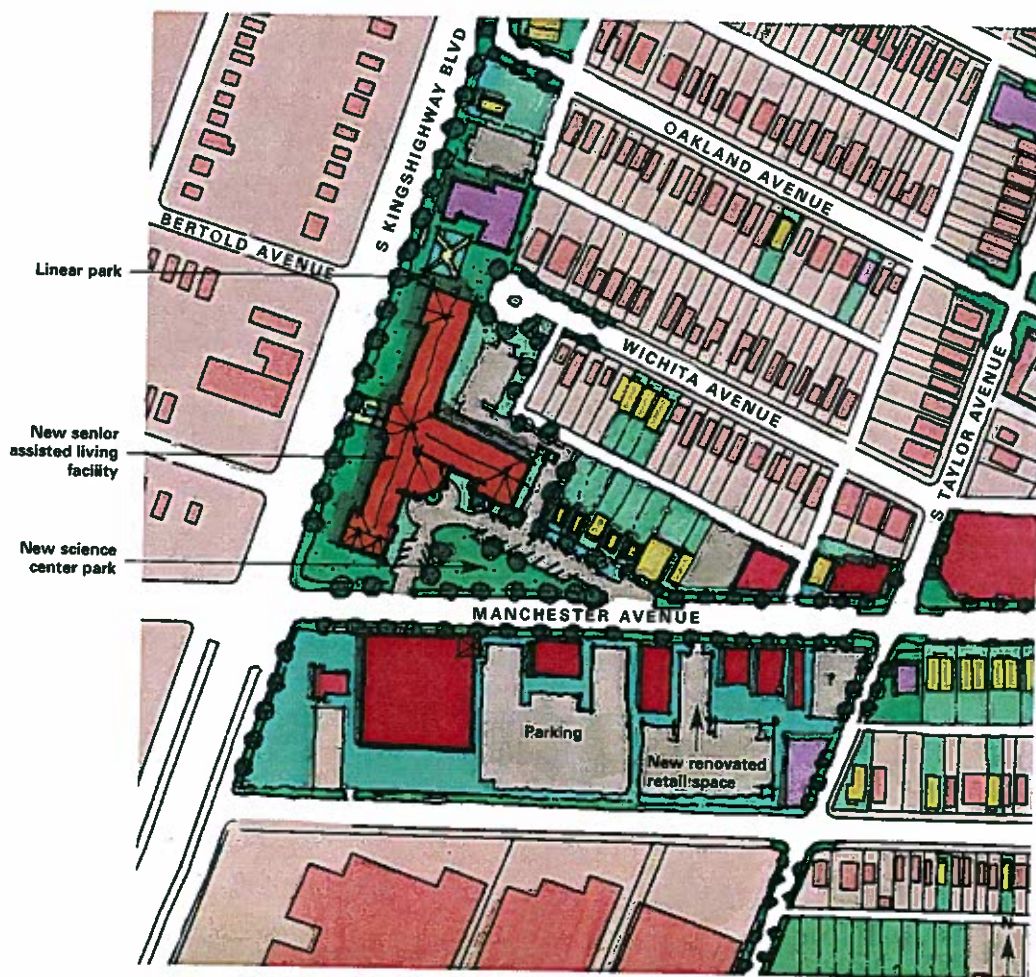
© 1999 Urban Design Associates/Client



© 1999 Urban Design Associates/Client

**Manchester Park
Tomorrow (above)**
A community amenity

**Manchester Park
Today (left)**
*Occupied by vacant
buildings*



Western Edge

An uplifting image signals a change for the better.

34

Kingshighway (Western) Edge

Forest Park Southeast's edge along Kingshighway is the neighborhood's front door. Transforming the image of this tattered area is the first step to neighborhood-wide revitalization. Improvements will include:

- Creating a linear park, lined with infill housing, adjacent to Kingshighway from Manchester Avenue to Chouteau Avenue. The park will act as both a new front yard for the community and a buffer from high-speed and high-volume commuter traffic along Kingshighway.
- The construction of a three-story mixed-use building, including a 100-unit senior assisted living

facility and interactive science park on the site of the vacant litter-filled "wedge property" between Manchester Avenue, Cadet Avenue, and S. Kingshighway Boulevard.

- New and revitalized retail development on the south side of Manchester Avenue between Kingshighway and Taylor Avenues. Storefronts should face Manchester with their associated parking adjacent to Swan Avenue.
- Connecting Oakland to Arco Avenue to create a loop and terminating Wichita Avenue in a cul-de-sac. This change will discourage cut-through traffic.

© 1999 Urban Design Associates/Client

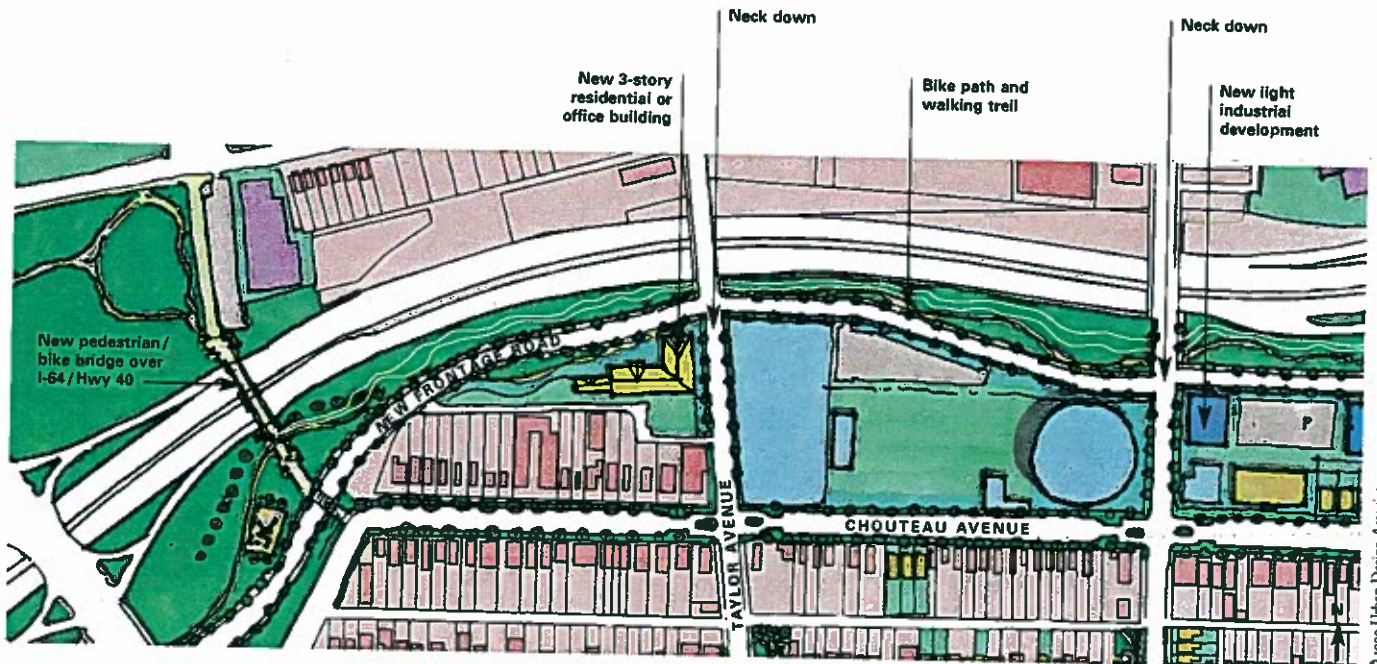


© 1999 Urban Design Associates/Client



"Wedge Site"
Tomorrow (above)
 Home of new senior
 assisted living facility
 and science park

"Wedge Site"
Today (left)
 Vacant and littered
 with unsightly
 billboards and trash

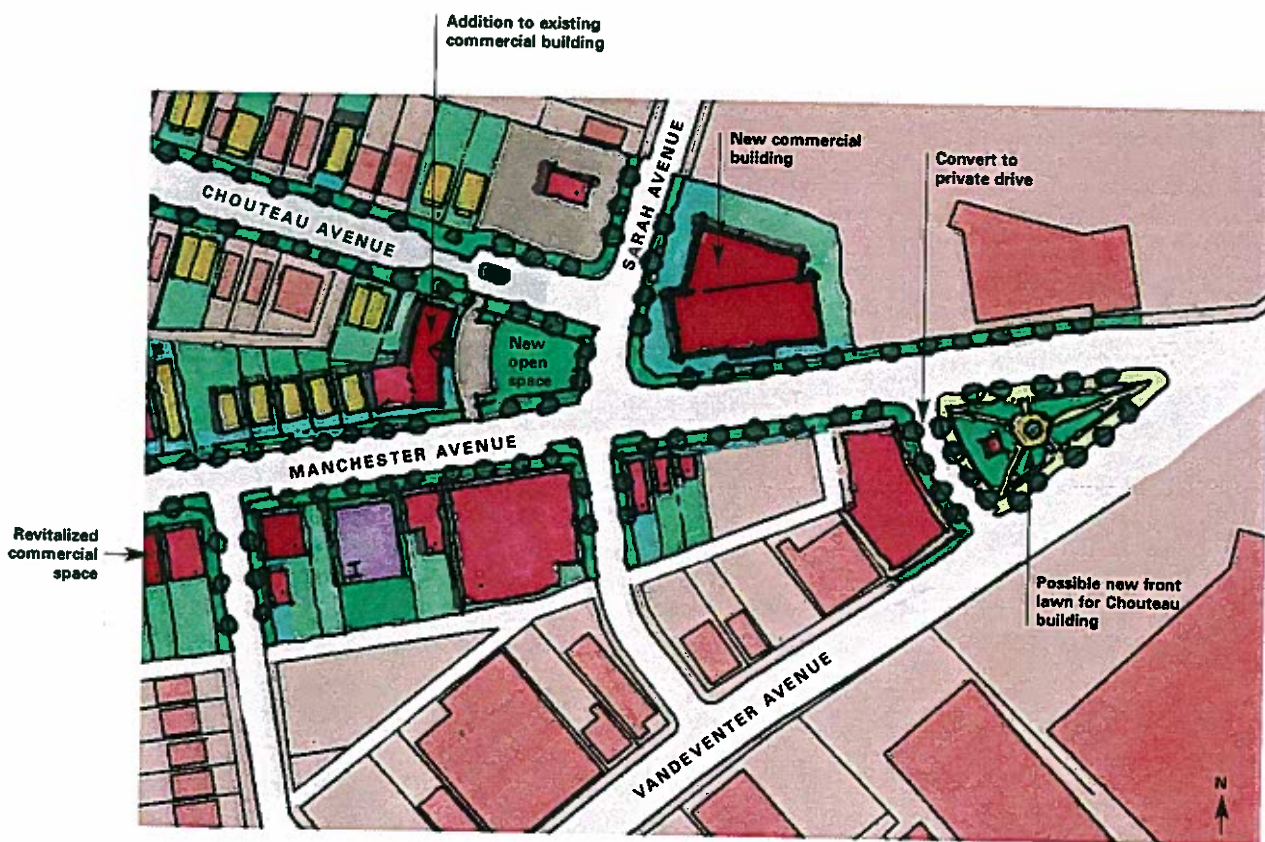


Northern Edge
*Reorganized to
separate uses*

Northern Edge

The northern edge of the neighborhood is characterized by an awkward mix of residential and light industrial/commercial properties. The area's greatest need is to define clear sustainable lines between residential and other uses. Improvements to accomplish this will include:

- A new frontage road from Papin to Kingshighway, parallel to Oakland Avenue and I-64/Highway 40. The new frontage road will be located north of Chouteau Avenue and will encourage Medical Center and truck traffic not to use residential streets.
- New businesses, north of existing Donovan Street, along Papin and the new frontage road facing I-64/Highway 40.
- A new linear park north of the frontage road to better connect the community to Forest Park. A bike/walking trail should be considered as part of this park and should connect across I-64/Highway 40 north to Forest Park.
- Revitalized and infill housing along Chouteau Avenue to reinforce its critical function as the neighborhood's northern residential edge. Existing healthy businesses along Chouteau will be encouraged to remain.
- Painting and general fix-up of the Laclede Gas property and gas storage tank.
- Landscaping along Chouteau and Newstead Avenues.



Eastern Gateway

A mini-renaissance has occurred at the eastern end of Manchester Avenue within the past five years. Improvements to support additional revitalization include:

- Closure of Chouteau Avenue between Sarah and Manchester Avenues. This change will remove a dangerous intersection and create an important site for a new commercial building.
- Creation of a community green at the convergence of Chouteau, Sarah, and Manchester Avenues. Leon Uniforms has expressed interest in building an addition to their building across the head of this park. If designed to be in character with the neighborhood's traditional architecture, this building will act as an important landmark at the eastern gateway.
- Continued rehabilitation and reoccupation of vacant storefronts.
- Support for existing businesses that have expressed an interest in remaining in this area.
- Creation of a front lawn for the Chouteau Building on the wedge-shaped parcel between Manchester and Vandeventer Avenues.

Eastern Gateway

Triangular greens mark the entrance to the community.



© 1999 Urban Design Associates/Conit

**Eastern Gateway
Tomorrow**

*Front door to
Manchester Avenue*

**Eastern Gateway
Today**

*Vacant lots greet
residents and visitors.*



© 1999 Urban Design Associates/Conit

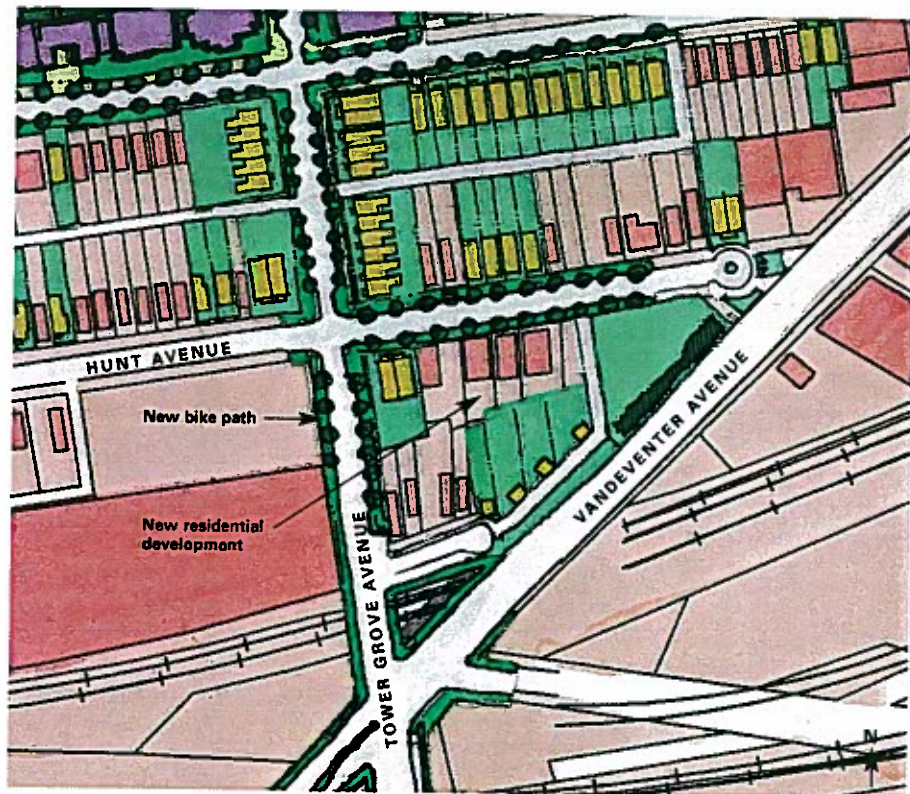
Southern Edge

Manchester Avenue will be restored to its original function as the neighborhood's "Main Street," with a mix of new businesses and residences replacing existing vacant lots and buildings. Vandeventer Avenue will be reinforced as the main street connection to I-44, carrying additional truck traffic. To support the community's connection to the Botanical Gardens and the neighborhoods to the south, Tower Grove Avenue will receive new streetscapes and designation as a bikeway. Improvements will include:

- Demolition of the vacant buildings along Race Course Street facing Vandeventer Avenue.
- Revitalized and infill housing on the blocks between Vista Avenue and Race Course Street, east of Tower Grove Avenue. This includes the Columbia Iron Works property.
- Creating a cul-de-sac at the east end of Hunt Street and planting a landscape buffer along Vandeventer Avenue. These changes are intended to insulate residents from heavy traffic on Vandeventer.

Southern Edge

Extending the welcome mat



B Initiative 2: Rehabilitated and Infill Housing

Forest Park Southeast
*Existing neighborhood
character*



© 1999 Urban Design Associates

IN MEETINGS WITH HOME BUILDERS, developers, lenders, and public agencies, the reasons for the slow pace of residential revitalization were discussed. During the course of the charrettes, it became clear that there is no shortage of money, programs, or willing builders and developers of housing. The primary roadblocks to revitalization are:

40

- 1 Red tape and restrictions associated with using public programs from the City which compromise modest builder's profit margins, time, and interest.
- 2 Scattered units, which, because they are not packaged together, provide neither economies of scale nor any impetus for overall neighborhood revitalization.
- 3 Lack of a comprehensive strategy for dealing with absentee landlords and vacant buildings and lots, which decrease land value and encourage transient residents and illegal activity.

The issue of red tape and restrictions is best handled by the Community Development Corporation through either streamlining the approval process or reallocating restricted funds for infrastructural improvements. The CDC can also address the issue of providing economy of scale by packaging available properties together for developers. Care must be taken in the design of these packages to ensure that a random mix of incomes is maintained throughout the community. Affordable houses should be scattered and should represent thirty to forty percent of new housing.

Although the ongoing program of infill housing is essential and should be continued, it must be expanded into a neighborhood-wide effort to address the lack of a comprehensive strategy. The first step is to re-examine existing conditions, then develop a block-by-block approach identifying locations for maximum impact "urban acupuncture"—in other words, to develop a comprehensive strategy. This section of the plan addresses the proposed housing-related efforts.



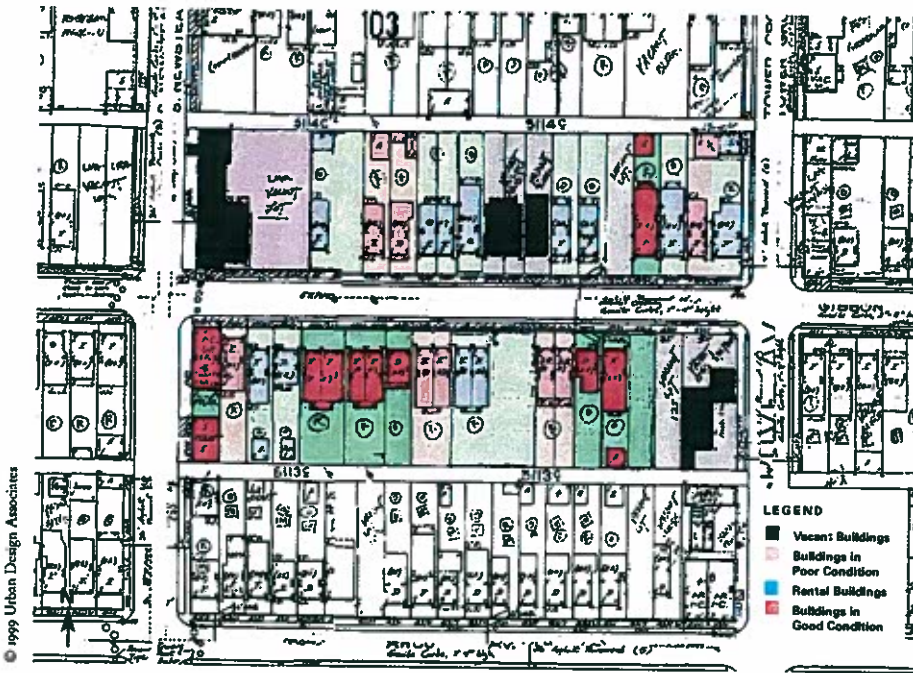
Analysis of Existing Conditions

An analysis of existing conditions revealed that there are strengths and weaknesses throughout the community. It is hard to generalize about the relative health of areas beyond noting that the northwestern section of the neighborhood has the least number of vacant lots and buildings. Good and poor conditions are peppered throughout the community and do not closely follow the type of occupancy. This point is underscored by

the condition of buildings. Although absentee landlord properties are generally in poor condition, many rental properties are in moderate to good condition and some owner-occupied houses are in very poor condition. Even along Manchester, with dozens of boarded-up storefronts, many strong businesses remain.

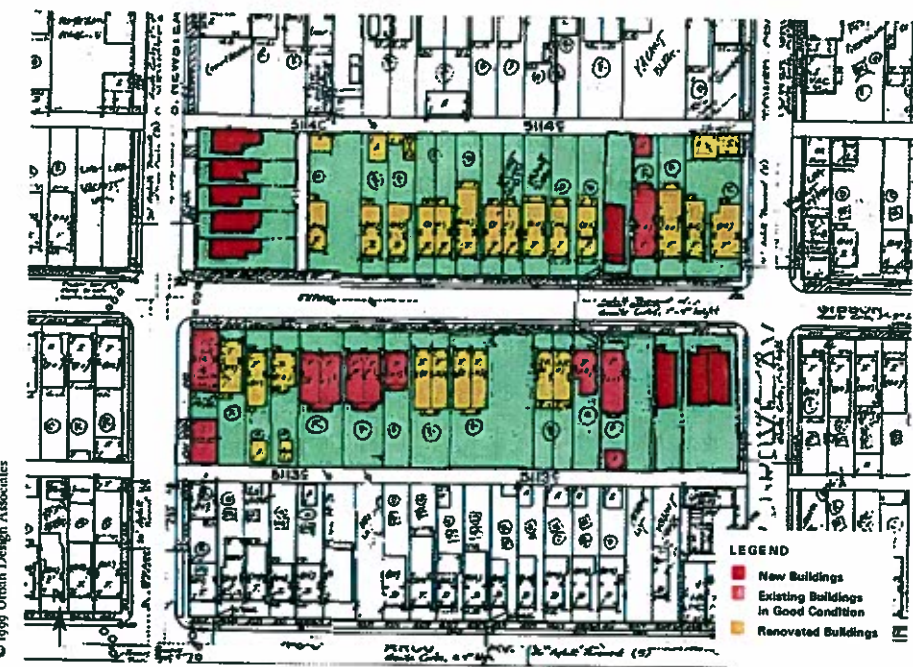
Map of Existing Conditions

Strengths and weaknesses scattered throughout the community



42

© 1999 Otis Design Associates



- Acquire all vacant lots and buildings.
- Renovate or demolish vacant buildings and build infill housing on vacant lots.
- Acquire and renovate problem absentee landlord properties. Sell these properties as homeownership units or rent as extremely well managed rental apartments.
- Help homeowners living in rundown houses to find financial assistance to bring their residences up to sustainable standards.
- Increase and beautify street lighting.
- Plant street trees and grass in planting strip adjacent to the curb.
- Resurface streets and replace deteriorated sidewalks.
- Calm traffic at intersections.

(top) A mix of conditions

**Proposed Block
after Revitalization**
*(bottom) All properties
improved to a similar
standard*



© 1999 Urban Design Associates/Cont'

**Residential Street
Tomorrow** (above)

*Rehabilitated
and infill housing
transform image
and character.*

**Residential Street
Today** (right)

*Unclaimed space and
a mix of conditions*



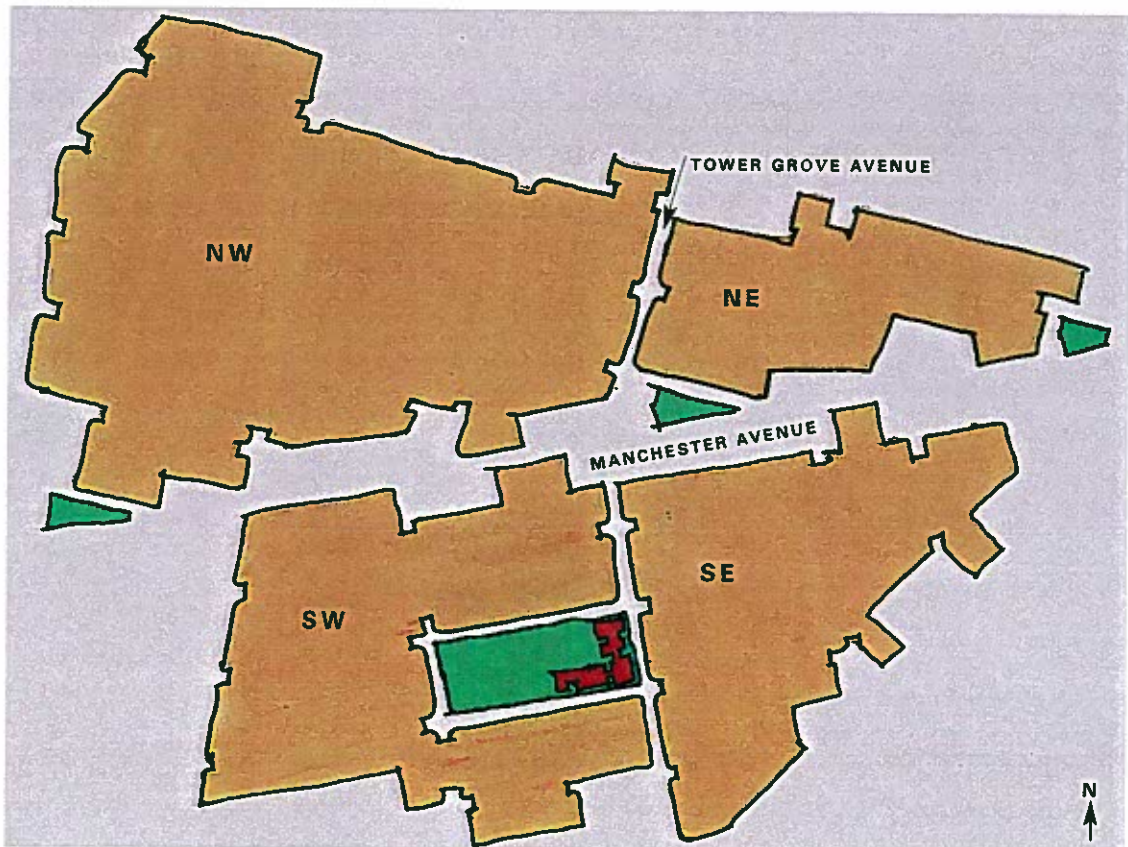
© 1999 Urban Design Associates/Cont'

A Phased Approach to the Four Quadrants of the Neighborhood

The UDA team conducted break-out sessions with the community in four groups defined by where residents live relative to quadrants defined by Manchester and Tower Grove Avenues. Each group was asked to help the design team understand the challenges of each of the four quadrants. Each group was asked to identify absentee landlords, vacant buildings, etc. and pick two or three candidate locations for coordinated infill housing. This led to the following input, by quadrant:

Northwest of Manchester and Tower Grove

Of the four quadrants, this area is characterized by the most residential units and intact stock of housing. Residents noted that conditions deteriorate as you move closer to Tower Grove and south of Manchester. The most frustrating problem is dilapidated units owned by one or two absentee landlords. Many residents recommended purchasing and rehabilitating these units as a first step. They also suggested that vacant lots and buildings be included. The 4200 block of Gibson Avenue was identified as the



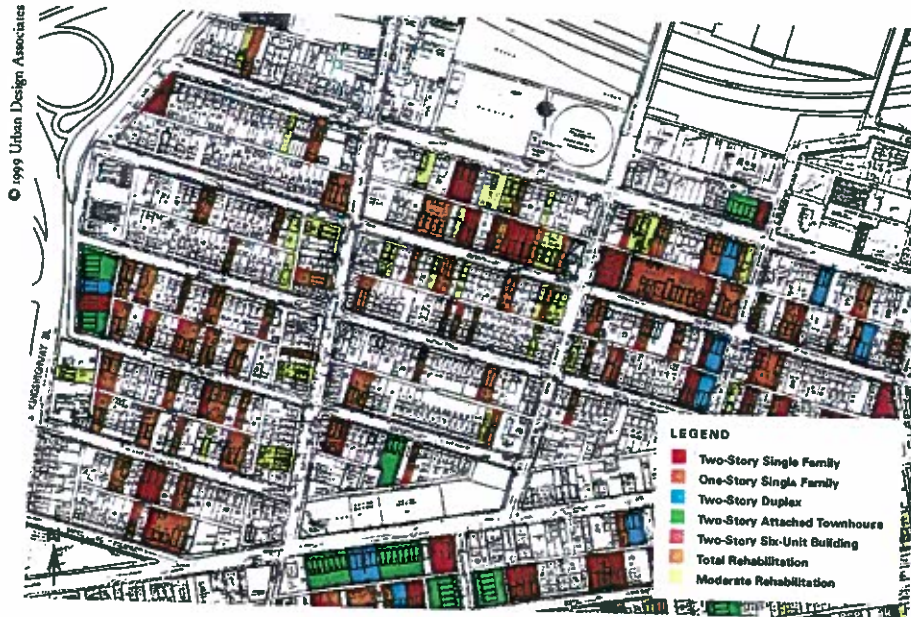
Rehabilitated and Infill Housing

Distributed among the four quadrants

most distressed street in the area and was selected as the place to start. All blocks ending at Tower Grove Avenue were targeted for revitalization the following year.

Southwest of Manchester and Tower Grove

Similar to the area north of Manchester, the area around Adams School is also littered with dilapidated buildings owned by absentee landlords. Here, too, residents expressed optimism that buying out these problem property owners would solve both the drug and real-estate problems. To support the reopening of Adams School, efforts should first focus on properties that face the school site. Year two programs should be concentrated along Swan Avenue, reinforcing ongoing infill efforts along this street.



**Northwest
Quadrant (top)**
*North of Manchester
Avenue and west of
Tower Grove Avenue*

**Southwest
Quadrant (bottom)**
*South of Manchester
Avenue and west of
Tower Grove Avenue*

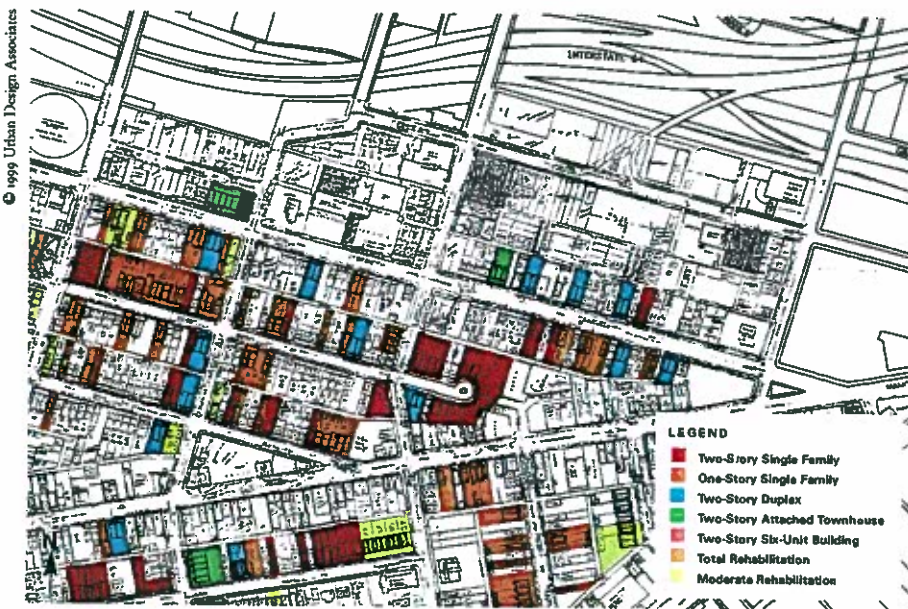


Northeast of Manchester and Tower Grove

Business and industry have eaten away at this area from the north and south, leaving tattered edges. This erosion has not, however, persuaded diehard residents to leave. They pointed to Chouteau and the last block of Arco (at the police station) as opportunities in years one and two to re-establish strong residential edges and focus areas.

Southeast of Manchester and Tower Grove

This area is being stabilized by the efforts of neighborhood churches and revitalization along Norfolk and Boyle. When these revitalization efforts are complete, the next focus should be the last block of Swan and the area around the Columbia Iron Works property to the south.

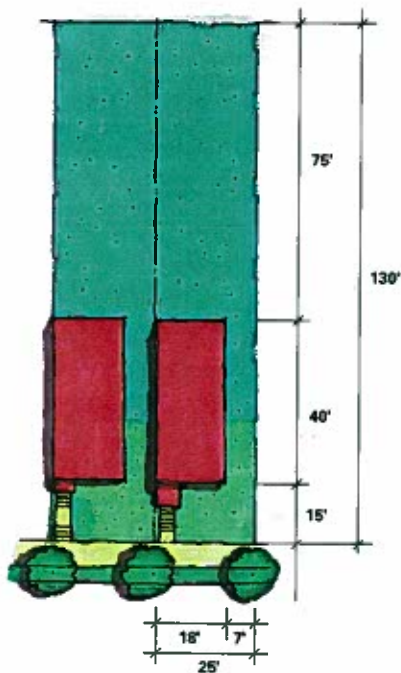
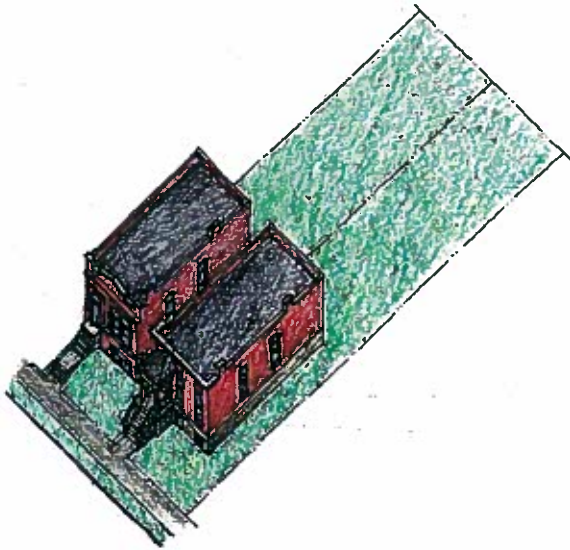


Northeast
Quadrant (top)
North of Manchester
Avenue and east of
Tower Grove Avenue

Southeast
Quadrant (bottom)
South of Manchester
Avenue and east of
Tower Grove Avenue

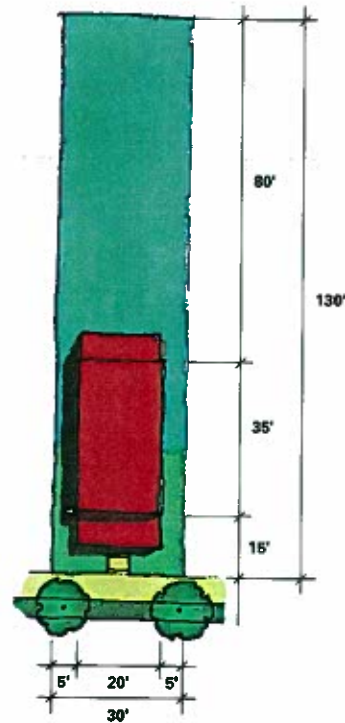
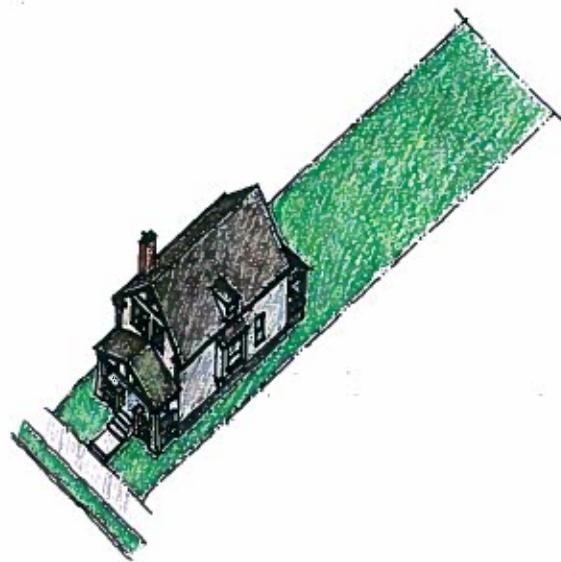
Housing Prototypes

To provide a cohesive look to the neighborhood that draws on the power of architecture to promote unity, a series of existing house prototypes were identified. These prototypes can be used as models for rehabilitating the current housing stock as well as new infill housing.



Existing House Prototype

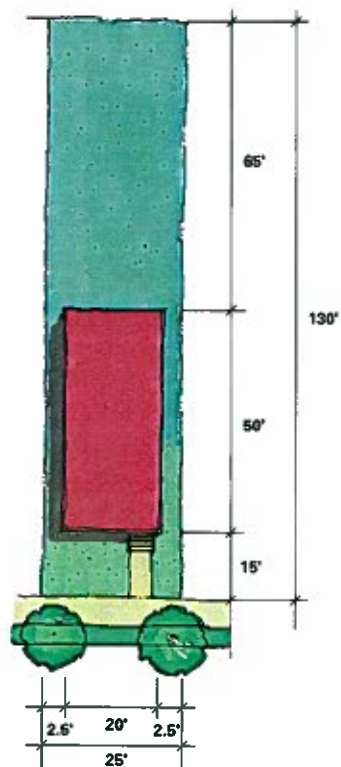
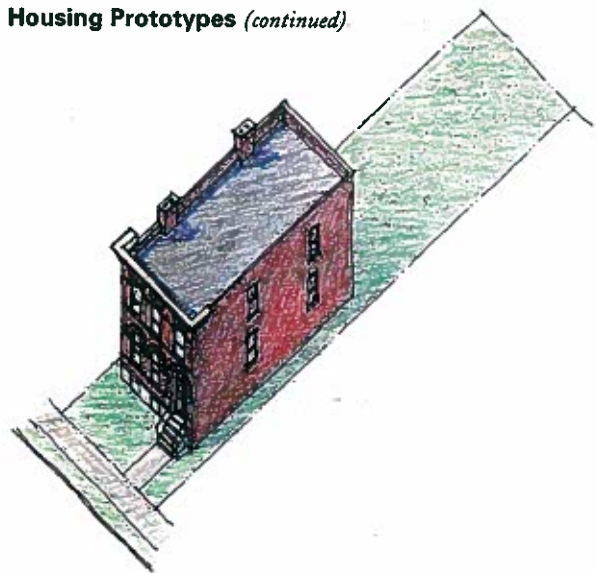
18' wide one-story cottage on a 25' lot



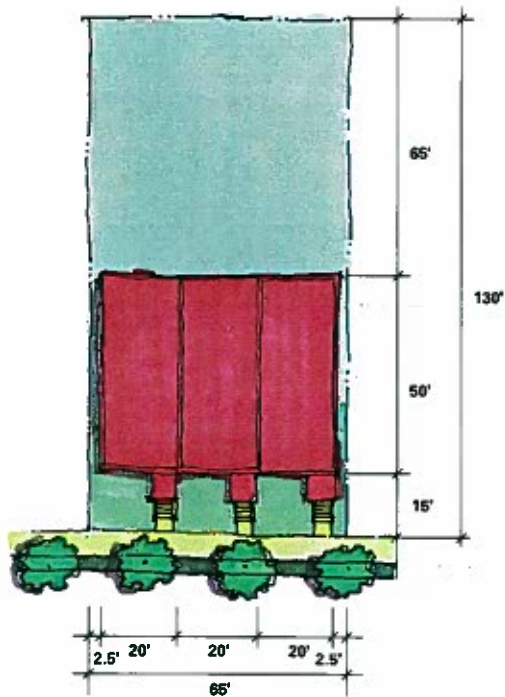
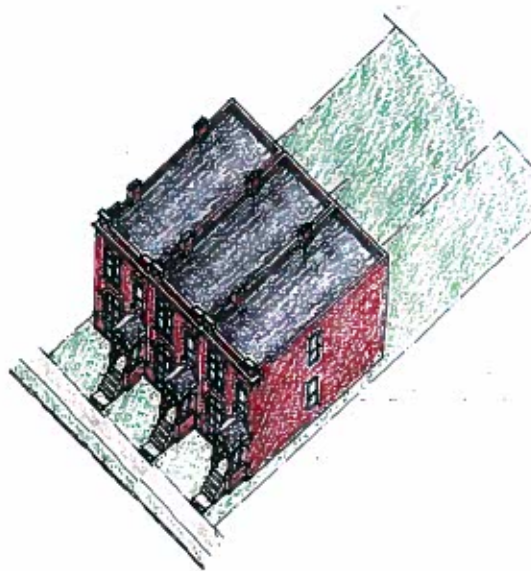
Existing House Prototype

20' wide two-story single-family on a 30' lot

Housing Prototypes *(continued)*



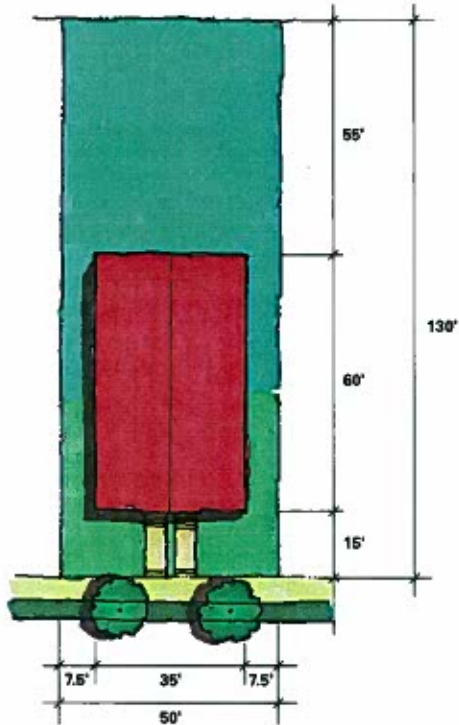
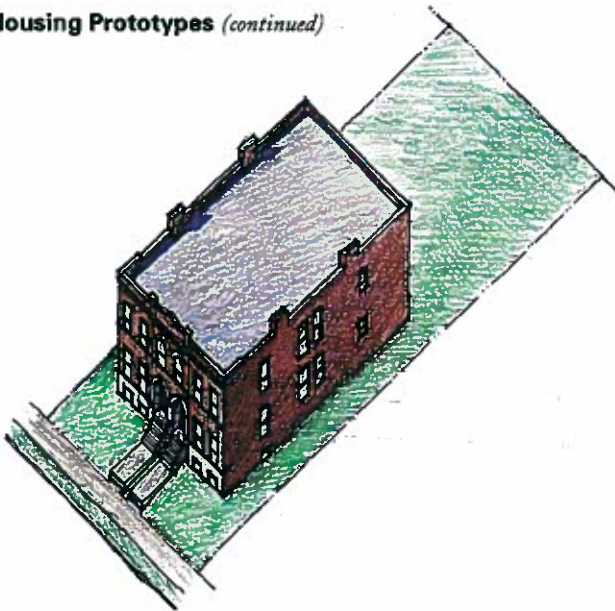
Existing Townhouse Prototype
 20' wide two-story
 single-family on
 a 25' lot



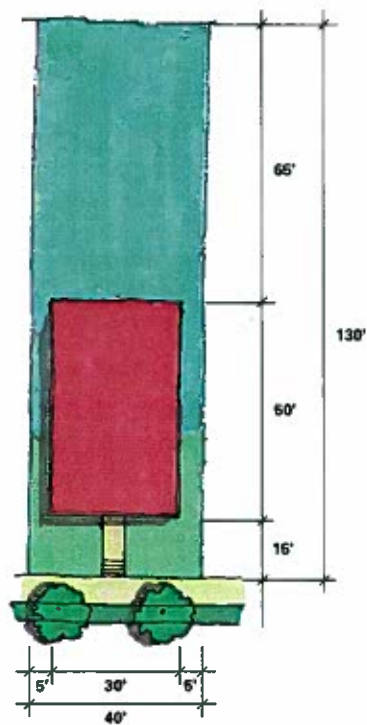
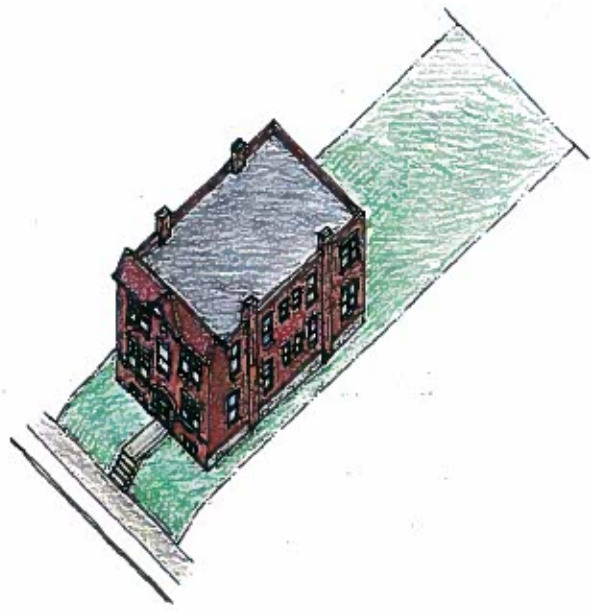
Existing Attached Townhouse Prototype
 20' wide two-story
 attached townhouse
 on a 20' lot

Housing Prototypes (continued)

49



**Existing Duplex
Prototype**
35' wide attached
townhouses on a
50' lot



**Existing Apartment
Prototype**
30' wide four stacked
flats on a 40' lot

Landscape Recommendations

As a minimum requirement, all new residential structures should have seeded lawns around the entire house and foundation plantings along their front facades. Landscape plantings and treatment help to define the mood for the residence as well as that of the entire neighborhood. While landscaping generally enhances property, it also has a functional purpose of providing privacy and possibly shading.

Whenever possible, plant materials that are native to Missouri are encouraged for use on individual house lots. Native plants generally require less extensive maintenance and help create the character of place that is unique to this region. Native plants will be used extensively in parks and public open spaces where there is sufficient room to plant them as they would naturally occur—in a *plant community*. See the list of preferred plants on page 54.

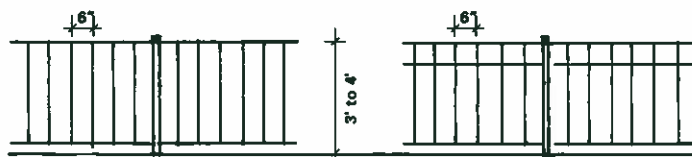
Fencing

Front and Side Yard Fencing is

recommended primarily on corner lots adjacent to the sidewalk. These fences should be a transparent style with metal pickets not to exceed 36 to 42 inches in height. Brick or stone piers are encouraged at 90-degree transitions and street intersections. Front and side yard fences should be located 12 to 24 inches from the sidewalk with grass, a hardy ground cover, or a low hedge planted between.

Front Yard/Back Yard Fencing is

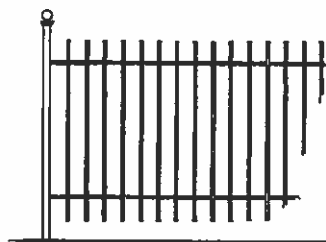
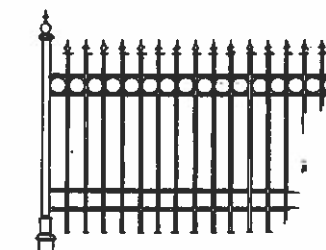
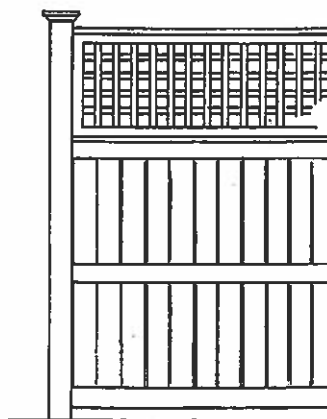
recommended to extend between a building and an alley or garage and between adjacent buildings. These fences shall be a transparent style with pickets 36 to 48 inches in height. Low hedges may be planted to the street side of these fences to soften their appearance.



Front yard/side yard fencing with prefinished metal



Front yard/side yard fencing: corner condition

*Simple iron fencing**Ornate iron fencing**Screening (privacy fencing)*

Screening (Privacy Fencing) is not part of the historic Forest Park Southeast vocabulary, but will be required around dumpsters. These fences should be opaque to a minimum height of 48 inches with 24 inches of transparent fencing (lattice) above. Privacy fencing should be stained or painted a very dark color to blend in with the surrounding landscape.

Accessibility and Visitability

Great care should be taken to eliminate physical barriers in the neighborhood such as the slopes and their associated steps. Steep sites should be regraded to eliminate abrupt grade changes. Outdoor stairs in the public right-of-ways are discouraged. Buildings open to the public will be entered at grade and will be characterized by barrier-free design.

Achieving a visitability standard across the neighborhood is also an important goal. In all cases, at least one entrance to a home should be at grade, approached by a paved accessible route. All interior passage doors should be a minimum of 2 feet 10 inches wide and all units should have a first floor bathroom.

Designers should refer to the following resources when designing for accessibility: The Architectural Barriers Act (1968), Section 504 of the Rehabilitation Act (1973), The Fair Housing Act of 1968 (as Amended),

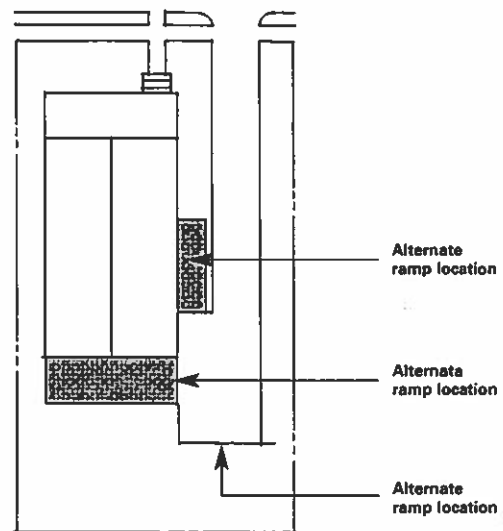
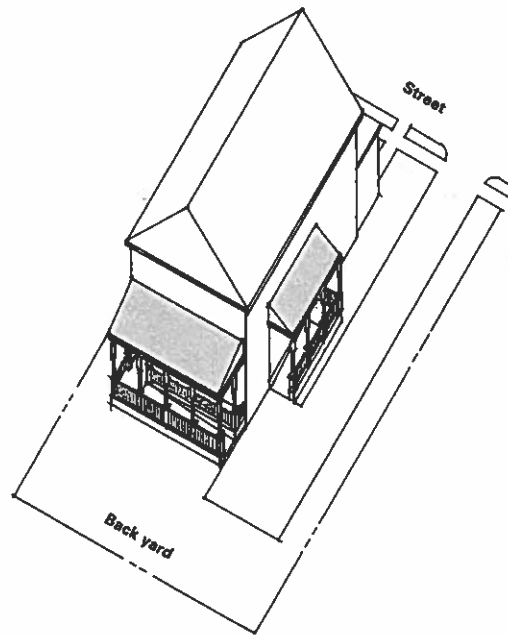
The Americans with Disabilities Act (1990), ANSI and UFAS, and all applicable state and local codes. When national standards differ from each other or from the local codes, the more stringent requirement should be followed.

Mobility Impaired Ramps

Mobility impaired access ramps will be required on a number of houses in Forest Park Southeast. Whenever possible, these ramps should be attached to the back or side of the residence. An accessible surface parking pad should be located adjacent to the ramp. Ramps that are designed or placed in such a way that they announce that the resident is disabled represent a subtle form of discrimination and should be avoided.

Side ramps will be visible from the street and should incorporate the same architectural vocabulary as front porches. Two sets of rails should be provided—a grab rail parallel to the ramp to assist the user, and a level handrail to relate the addition to its context.

Porch standards should be relaxed for ramps that are attached to the back of the house. Columns, handrails, and trim for these ramps may be constructed of nominal sized lumber.



Illustrative Ramp Additions

Residential Lighting

Residential lighting outside the public right-of-way should be the minimum required to provide at least some illumination on all walks and porches. Decorative, dark colored lamp posts, compatible with the architecture of the house, are encouraged on single-family lots. Similar porch lights or wall lanterns are encouraged on all buildings.

Ancillary Structures and Mechanical Units

Ancillary structures, such as garages or trash enclosures, are to be integrated into the landscape and screened from public view with shrubs, hedges, fences, walls, or a combination of these elements. Trash enclosures and screening should blend in with the landscape and surrounding environment. Air conditioning units and other mechanical equipment should also be screened from public view using similar methods.

List of Preferred Plants

All plants listed are hardy in this region and have proven to do well in urban conditions.

Street Trees

Red Sunset Red Maple
Halka Honey Locust
Pin Oak*
Village Green Zalkova
Celebration Maple

Park/Public Open Space Trees

Sugar Maple*
American Sweet Gum*
Red Maple*
Red Oak*
American Beech*
Tulip Tree*

Ornamental/Flowering Trees

Shadblow Serviceberry*
Pink Flowering Dogwood
White Flowering Dogwood*
Milky Way Dogwood
Sugar Tyme Crab
Snowdrift Crab
Redspire Pear

Evergreen Trees

Eastern White Pine*

Ground Covers

Royal Beauty Cotoneaster
Purpleleaf Wintercreeper
Tam's Juniper
Blue Myrtle
Pink Tree Wisteria

Evergreen Shrubs

Boudoir Azalea
Delaware Valley Azalea
Palestrina Azalea
Boxwood
Ivory Jade Euonymus
Nordic Holly
Blue Boy Holly
Blue Girl Holly
Japanese Andromeda
Mugho Pine
Album Elegan Rhododendron
English Roseum Rhododendron
Chionoidis Rhododendron
Wilson Rhododendron
PJM Rhododendron
Hicks Yew

Deciduous Shrubs

Crimson Pygmy Barberry
Silverblotch Dogwood
Kelsey's Dogwood
Red Osier Dogwood
Dwarf Burningbush
Ann Magnolia
Northern Bayberry*
Maries Doublefile Viburnum

**Native plants*

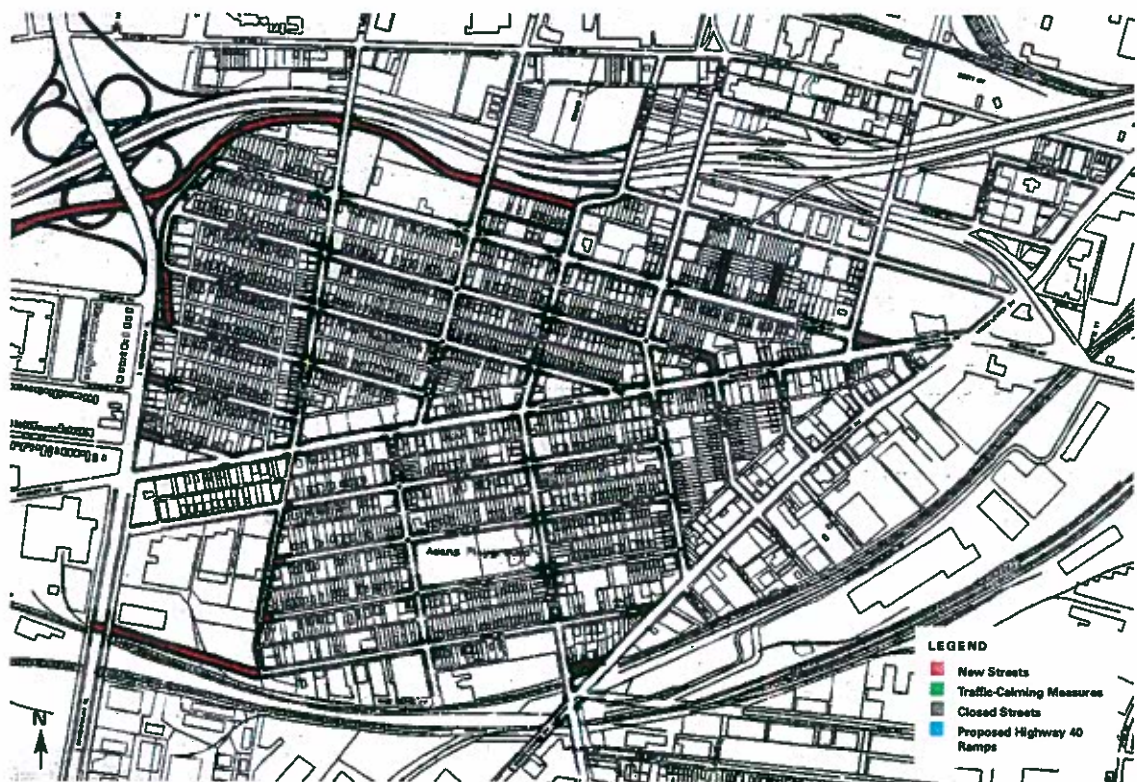
C Initiative 3: Interconnected Network of Streets

THE FOREST PARK SOUTHEAST neighborhood suffers 55 from the negative effects of blocked streets, drive-by crime, and cut-through and industrial traffic. Several forces have encouraged these conditions, including changes in freight transportation, growth of adjacent neighborhoods, and residents' reaction to high-speed traffic. Fortunately, the damage can be reversed through a concentrated effort to calm, control, and redistribute traffic.

A brief look at the neighborhood's history reveals that traffic patterns were originally much more orderly. Manchester and Chouteau Avenues functioned as the neighborhood's main streets, linking it to both regional amenities and downtown. Manchester businesses thrived on the commuter traffic that passed by daily. Industrial traffic was served by a separate transportation network, heavy rail, that complemented the street grid. The Medical Center had not yet become a regional institution and so had no significant impact on traffic.

Today, the Medical Center is the City's largest employer, and traffic patterns have changed. The construction of I-64/ Highway 40 redirected suburban commuters from Manchester and Chouteau Avenues to the Interstate. As traffic volumes on





Manchester fell, traffic on Chouteau virtually disappeared and businesses declined. This change paralleled the rise and fall of freight traffic in the community. Industries once serviced by rail are now served almost exclusively by semi-truck. The trucks utilize many neighborhood streets as they snake their way to the Interstate and regional connectors. Medical Center patrons and employees are also using residential streets as a shortcut to the Center's parking garages. Street barricades installed as a response to speeding cars and cut-through traffic have now created their own problems.

The master planning process produced three strategies to counter the negative effects of traffic on the neighborhood:

- 1 Support improvements to I-64/ Highway 40 on- and off-ramps at Kingshighway and Tower Grove.
- 2 Divert cut-through and truck traffic around the neighborhood.
- 3 Implement a comprehensive traffic-calming strategy.

Streets Initiative
Recreate a linked network of neighborhood-scale streets

Support Improvements to Interstate 64/Highway 40 Off-Ramps

The Missouri Department of Transportation is currently redesigning the interchange at I-64/Highway 40 and Kingshighway and introducing new on-/off-ramps at Tower Grove Avenue. The primary purpose of these improvements is to make it easier to get on and off the Interstate at this location. These improvements will have the added benefit of encouraging cut-through traffic to use Kingshighway by increasing the street's capacity. They will also create acres of new open space where the cloverleaf currently exists. For all of these reasons, these improvements should be supported.

Divert Cut-Through and Truck Traffic around the Neighborhood

The community is being overrun by both truck traffic and Medical Center cut-through traffic. This unwanted traffic is due primarily to the lack of good street connections between Taylor Avenue and Kingshighway. The only existing connection that has a stoplight is at Manchester Avenue south of I-64/Highway 40. To correct this problem, a new frontage road should be constructed parallel to I-64/Highway 40 from Tower Grove Avenue to St. Louis University High School. In addition, Hunt Avenue should be extended from Taylor Avenue to the Kingshighway viaduct. These two street changes will complete the street network and encourage unwanted vehicles north of Manchester Avenue to

make a quick exit. Another suggestion is to close Hunt Avenue at Vandeventer Avenue and allow trucks to turn onto Tower Grove Avenue from Vandeventer. This change will further encourage truck traffic south of Manchester Avenue to stay close to industrial properties.

Implement a Comprehensive Traffic-Calming Strategy

Most streets in Forest Park Southeast are carrying fewer vehicles today than ever. Often, when street sizes do not match traffic volumes, motorists tend to speed. Since speeding traffic is not compatible with the neighborhood's revitalization goals, the community's streets should be modified to reflect reduced traffic volumes. Recent engineering advancements have identified specific "traffic-calming tools" available to help slow traffic on local streets. Taylor, Tower Grove, Manchester, Boyle, Hunt, and Chouteau stand out as priorities for traffic-calming measures. Eliminating the barricades, in a phased manner, along Newstead and Boyle Avenues is also critical to the comprehensive strategy.

Taylor and Tower Grove Avenues

Taylor and Tower Grove Avenues will benefit from the changes proposed at the edge of the neighborhood. To further encourage the transformation of these streets back into residential streets, curb bump-outs should be installed at each intersection. Curb bump-outs or neck downs help to organize parking, slow traffic, and make it easier for pedestrians to cross.



Manchester Avenue

Manchester is the most disorganized street in the community. It is virtually impossible to tell where to drive and park despite the fact that the avenue is operating at only about one-third of capacity. To encourage commercial revitalization, the street must be reorganized. This can be accomplished by either narrowing or reorganizing and enhancing (F). Narrowing Manchester, recommended by the National Trust for Historic Preservation, requires physically rebuilding the street. Although this will work, it may be cost-prohibitive. The reorganizing and enhancing approach has the advantage of being immediately implementable, and it allows for supplemental improvements—such as curb bump-outs and possibly a median—to be constructed at a later time.

Chouteau Avenue

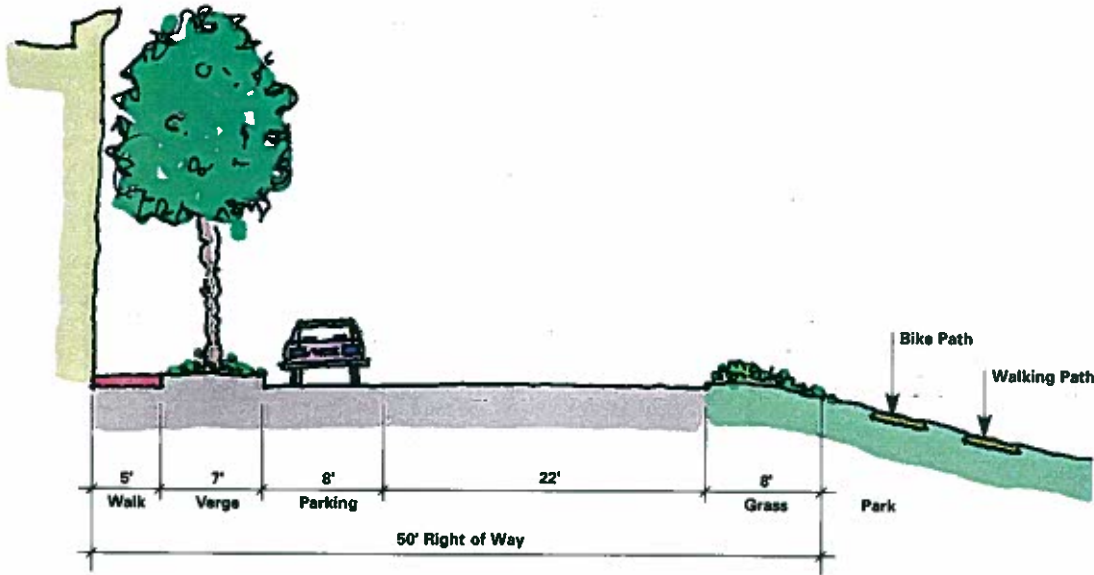
Chouteau carries even less traffic than Manchester. To convert it to the scale of a mixed-use street, the existing configuration of Chouteau west of Taylor Avenue (G). This design features a small island at intersections, curb bump-outs, and 45-degree angled parking. The intent is to define each block as its own unique place.

Newstead and Boyle Avenues

The barricades on Newstead and Boyle Avenues discourage police patrols and encourage vehicles to drive on the sidewalk and onto residents' lawns. The master plan recommends that the barricades be replaced over time with traffic circles. Traffic circles force cars to stop, prevent cut-through truck traffic, and, at the same time, allow neighborhood traffic to pass slowly.

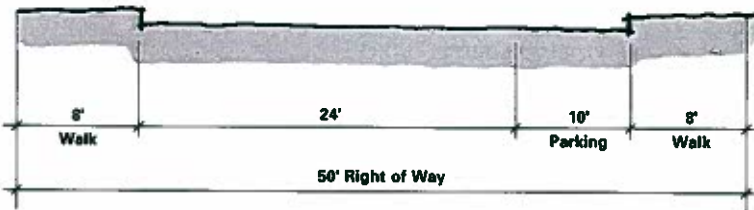
Key Plan

*A street by street
menu of possibilities*



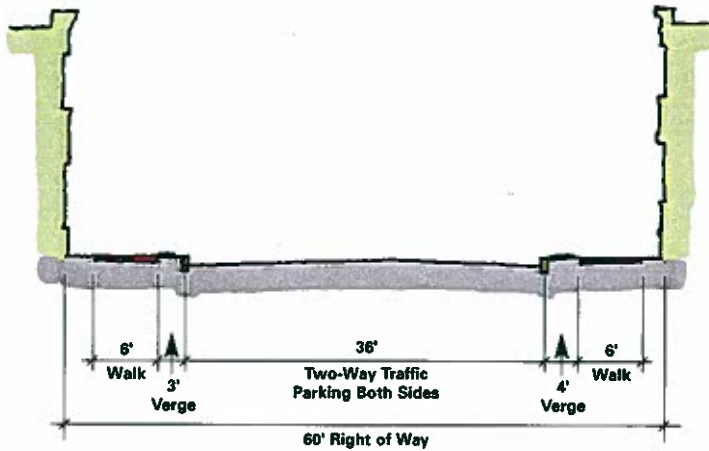
Above (A on map)
Proposed new frontage
road cross section

Below (B on map)
Proposed Hunt
Avenue extension
cross section

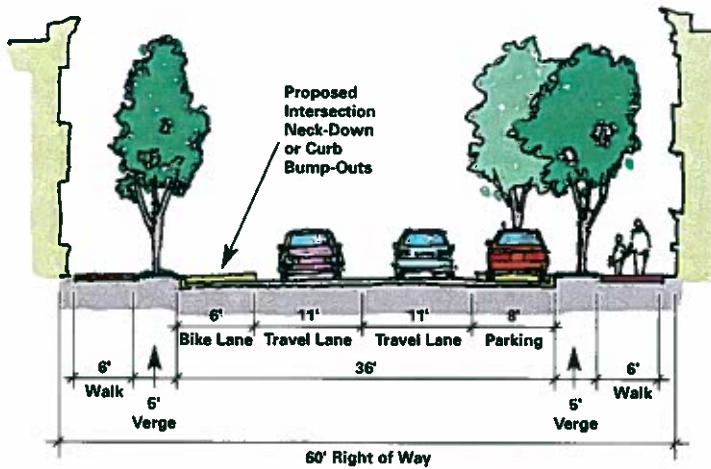


Key



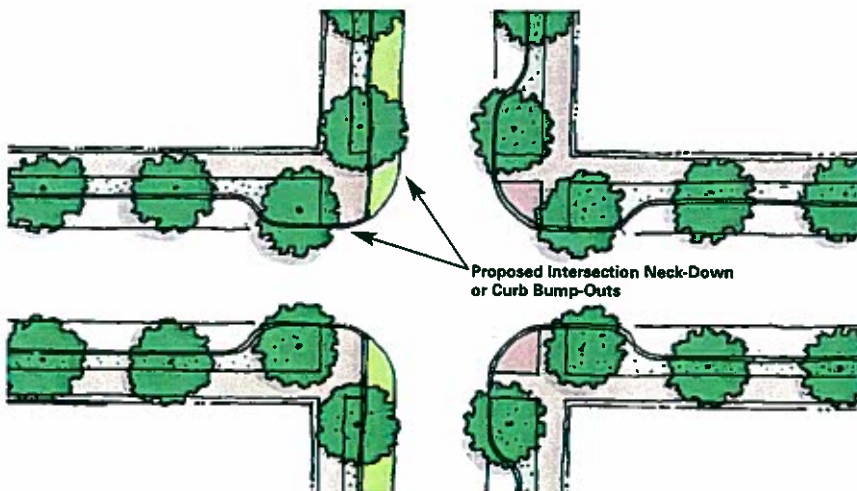


Above
Existing Taylor Avenue cross section

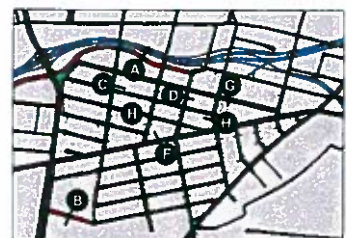


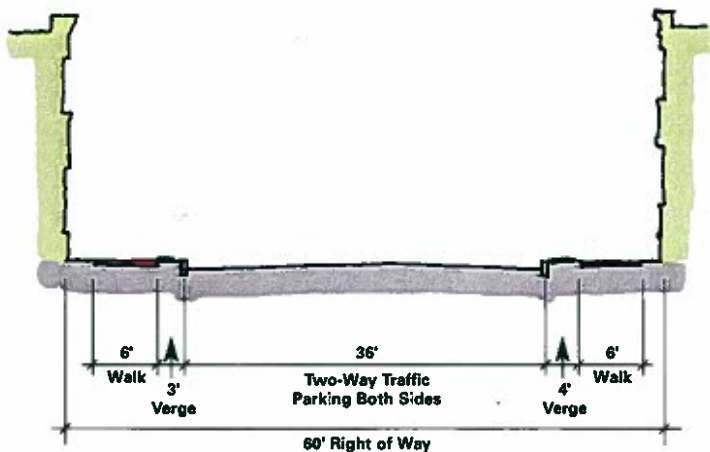
Center (C on map)
Proposed cross section for Taylor Avenue

Below (C on map)
Proposed plan for Taylor Avenue

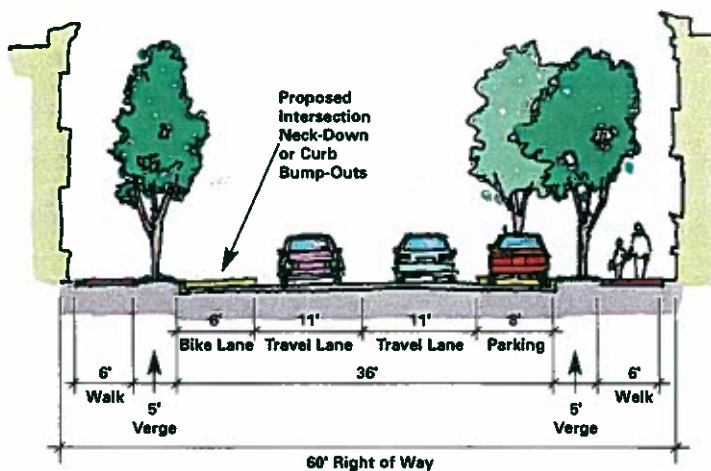


Key



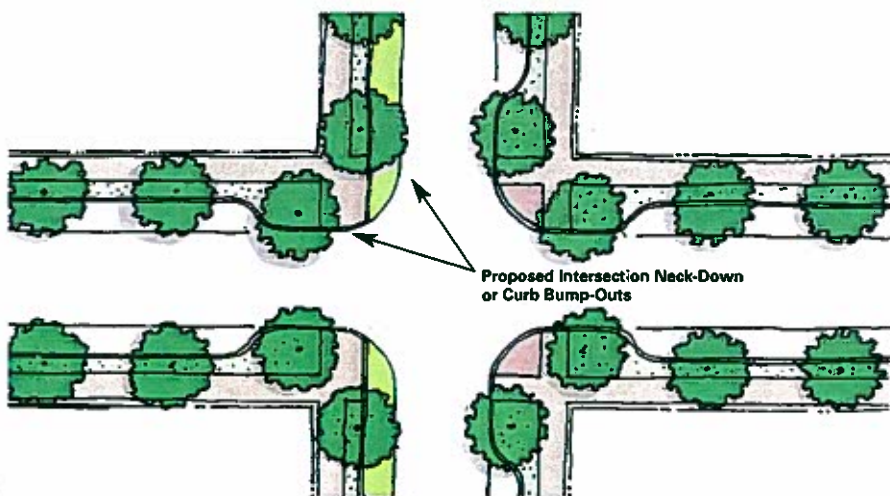


Above
Existing Tower
Grove Avenue
cross section



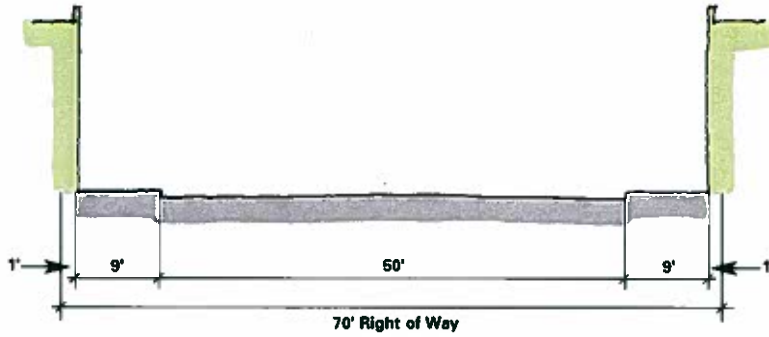
Center (D on map)
Proposed cross
section for Tower
Grove Avenue

Below (D on map)
Proposed plan for
Gibson and Tower
Grove Avenues

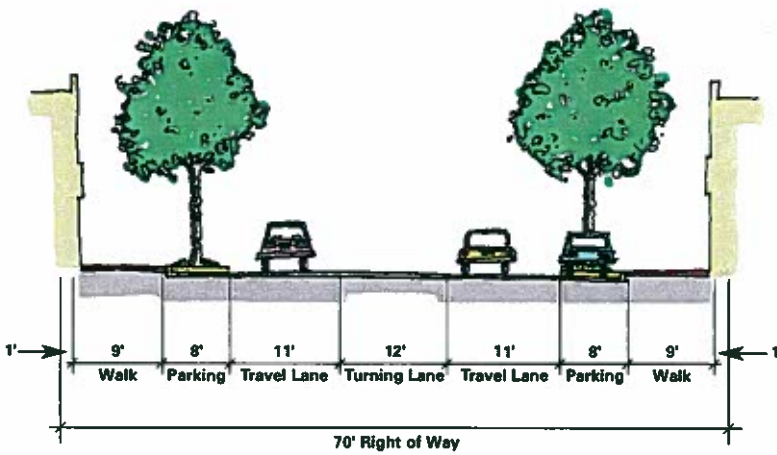


Key



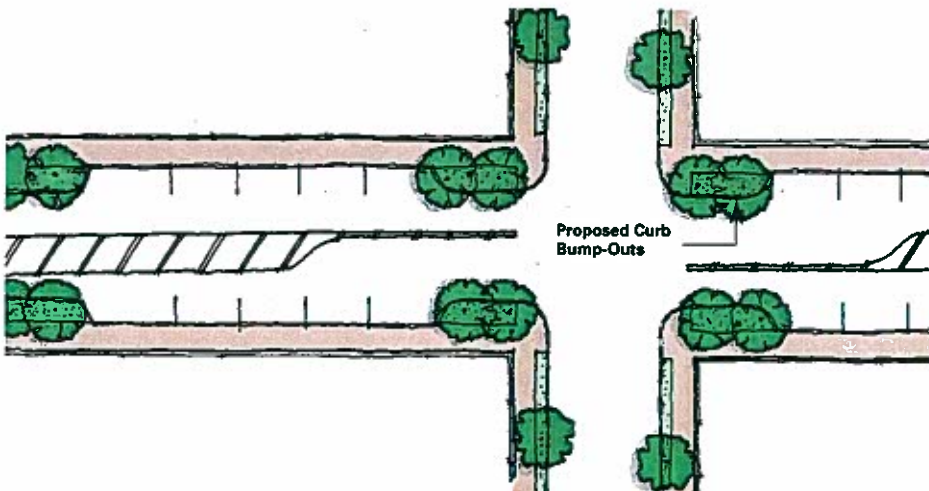


Above
Existing Manchester Avenue cross section

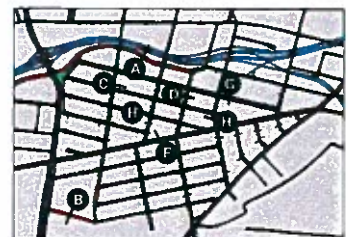


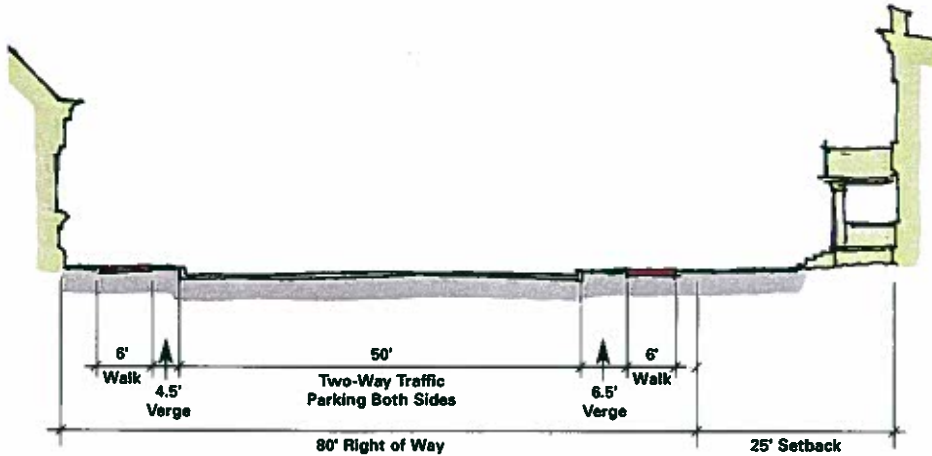
Center (F on map)
Alternative "B" cross section of Manchester Avenue with lane re-striping and curb bump-outs

Below (F on map)
Alternative "B" plan of Manchester Avenue

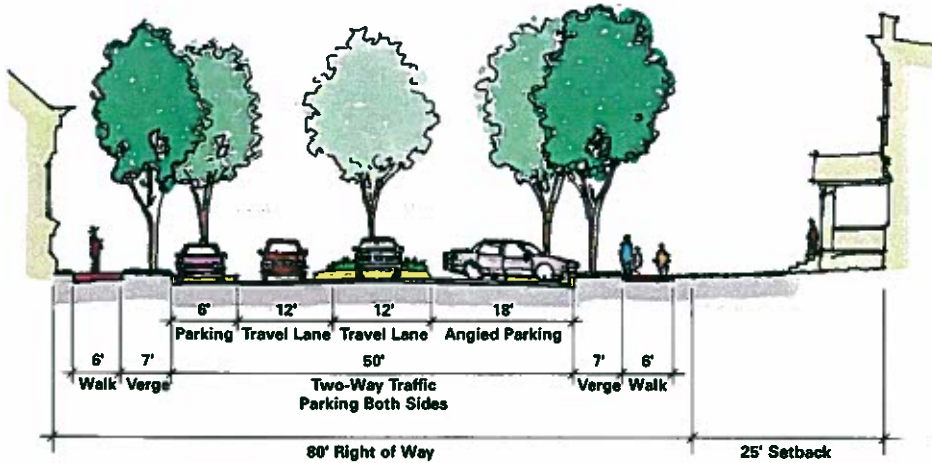


Key



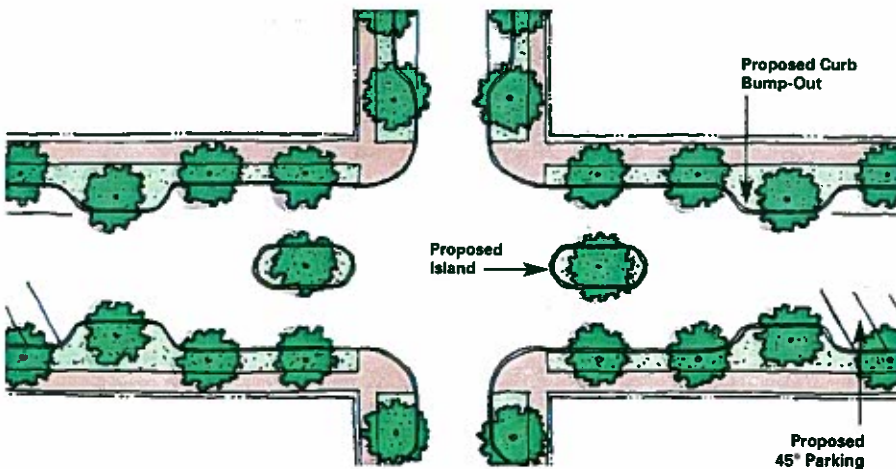


Above
Existing Chouteau Avenue cross section



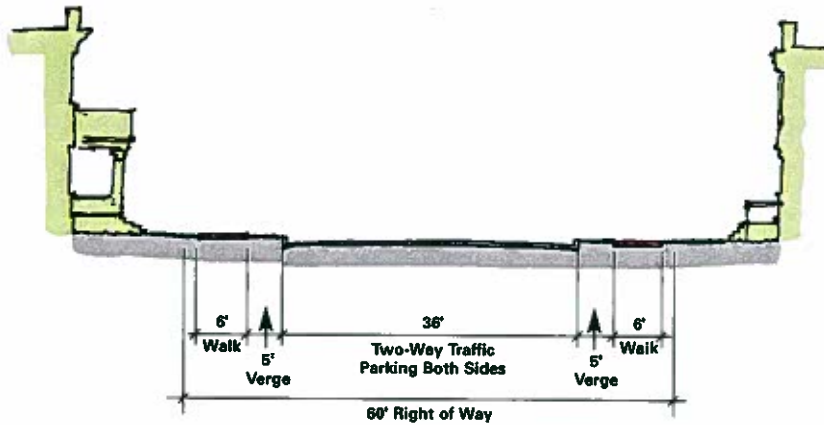
Center (G on map)
Proposed cross section of Chouteau Avenue

Below (G on map)
Proposed plan of Chouteau Avenue

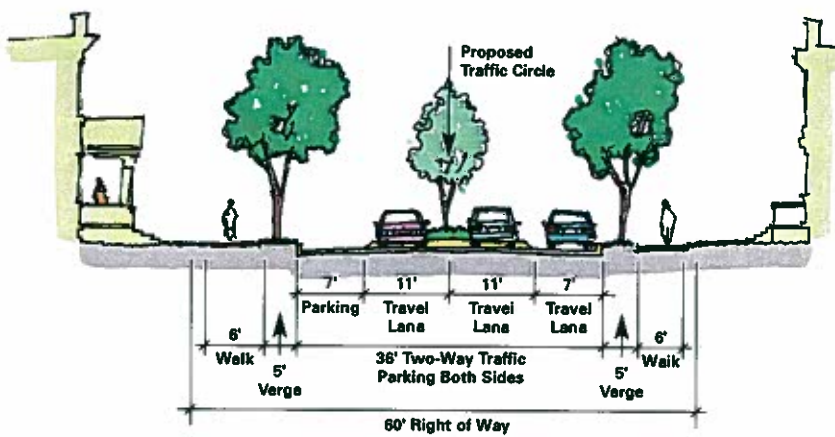


Key



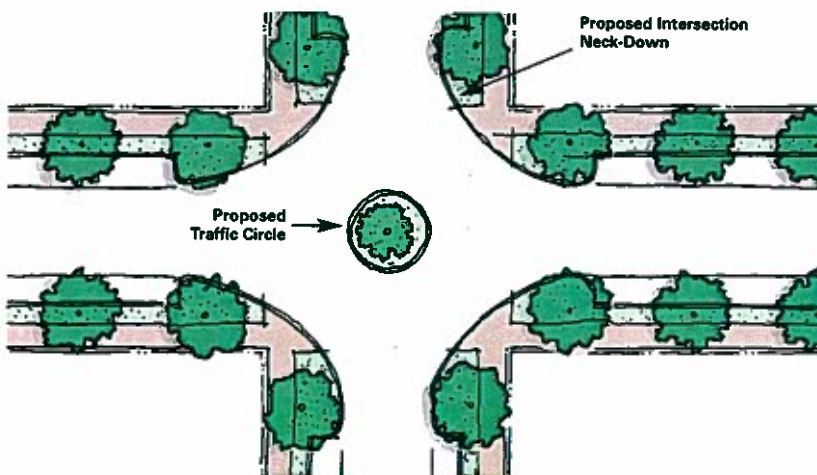


Above
*Existing Newstead
Avenue cross section*



Center (H on map)
*Proposed cross section
for Newstead and
Boyle Avenues*

Below (H on map)
*Proposed plan for
Newstead and
Boyle Avenues*



Key

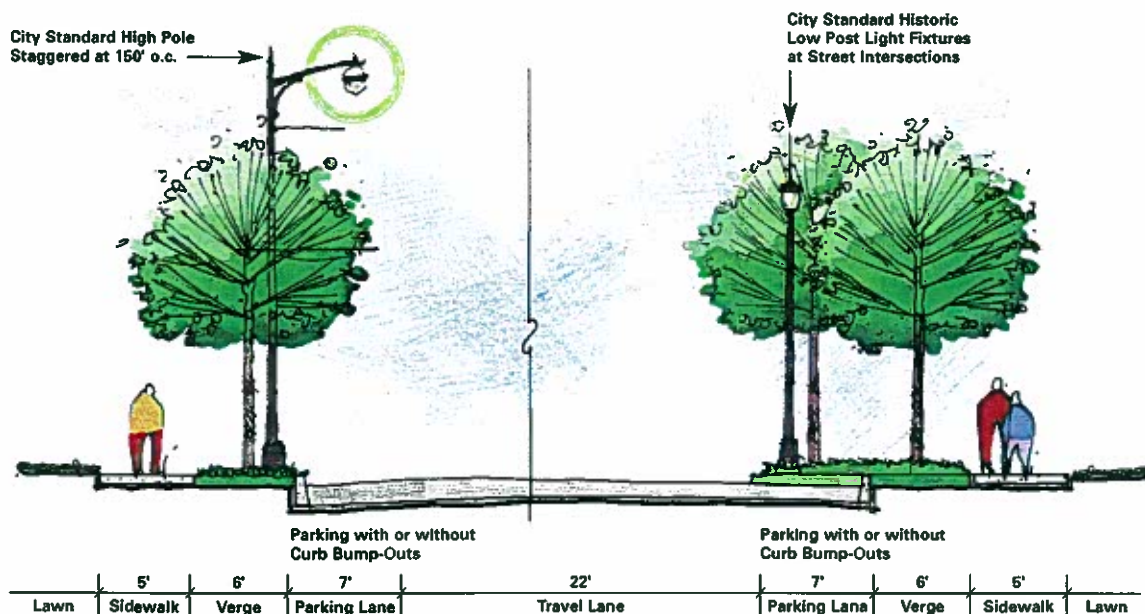


Streetscape Design for Typical Neighborhood Street

The typical neighborhood street will be enhanced with new streetscape amenities. Improved streets will act as the framework for infill development and revitalization. They will continue to organize and distribute the bulk of vehicular and pedestrian traffic.

Street improvements will include:

- A 24- to 40-foot central cartway for two-lane traffic.
- Two parallel parking lanes on either side, defined by curb bump-outs to the intersections. Curb bump-outs to protect on-street parking and slow traffic are recommended on one side of 30- to 36-foot streets and both sides of 36- to 40-foot streets.
- Pedestrian zone which includes a paved or grass verge area with a 5-foot sidewalk. In general, heavily trafficked and minimal setback streets such as Manchester Avenue should feature a hardscaped verge, and moderately trafficked streets should have a planted verge.
- City standard cobra head poles at 150 feet on center staggered on each side of the street.
- Medium, light foliage street trees at 30 to 40 feet on center.
- City standard low post poles with historic acorn street lights on curb bump-outs.



Typical neighborhood street cross section